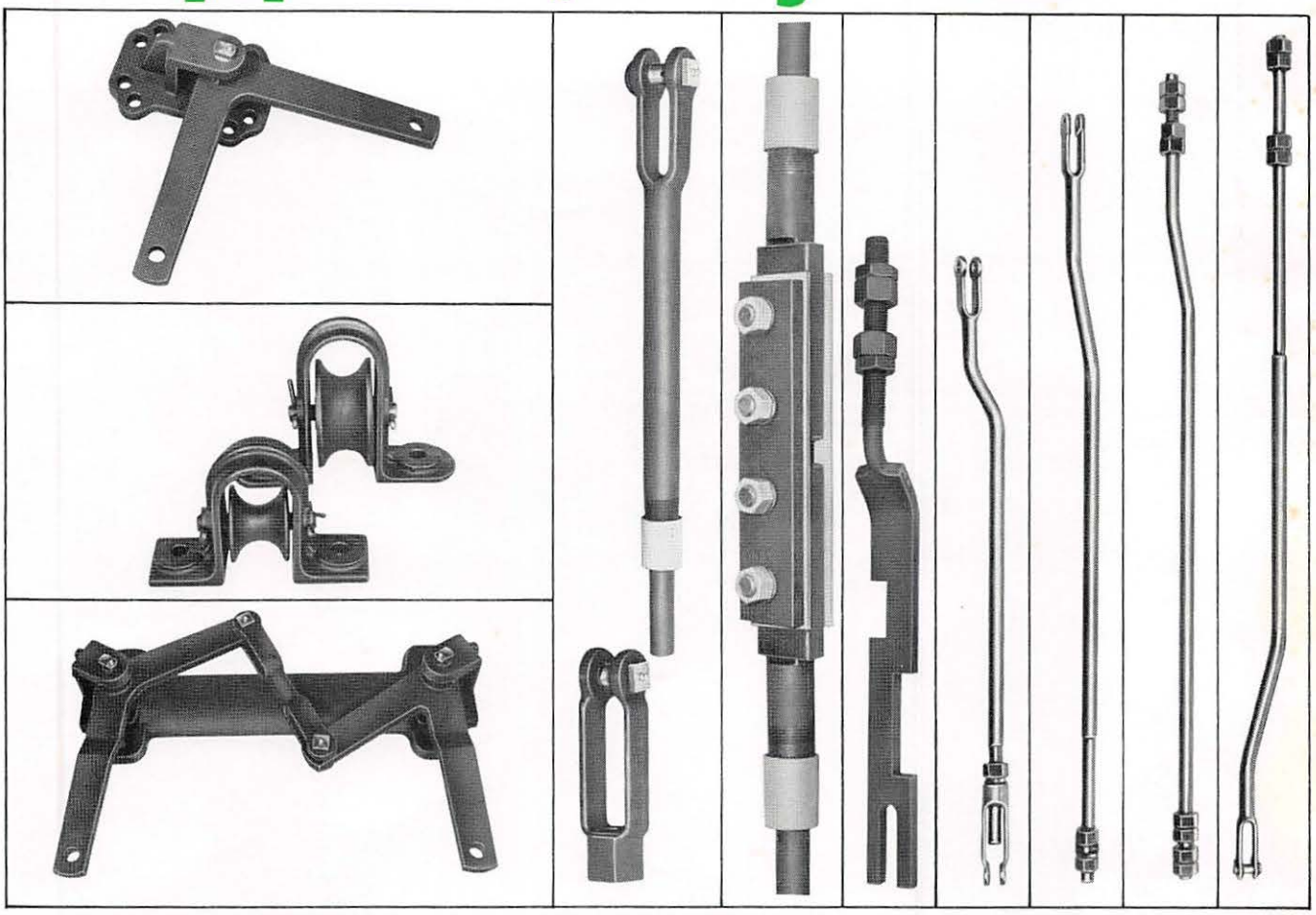
The SIGNALMAN'S Journal

CP Rail's Westmount signal shop is housed in a 2-story building in Montreal.

JANUARY/FEBRUARY 1977

We deliver hard-to-get switch and pipeline fittings. Fast!



Now you don't have to wait months, or even years for needed parts, because we've opened a new plant to manufacture switch and pipeline fittings.

We can fabricate to your specifications in a matter of weeks, or we'll ship from a large inventory of stock items — even faster.

If you have trouble getting parts, switch to Safetran today.

- Lug-bolts, nuts, and washers
- Switch fittings
- Detector connecting rods
- Front rods
- Lock rods (for all GRS and Union machines)
- Operating rods
- Circuit controller rods
- Insulated rods
- Plunger locks
- Dragging equipment bars
- Pipeline fittings
- Pipe carriers
- Cranks
- Compensators
- Drawbridge controllers
- Switch circuit controllers.

Safetran Systems Corporation

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Volume 58, Number 1 January/February 1977

ROBERT W. McKNIGHT
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The SIGNALMAN'S Journal

OFFICIAL PUBLICATION BROTHERHOOD OF RAILROAD SIGNALMEN

4 Chamberlain's Message: A new opportunity for FRA
6 News
8 The Signalman's Store
9 CP Rail has system signal shop in Montreal
14 BofRS serves Section 6 notice for wage raises
16 FRA issues interim interpretations on Hours of Service
27 FELA attorneys listed
28 Convention delegates pictures shown for first time
31 Personal Aids & News: Answers on taxes, Medicare
32 Personal Aids & News: Sickness benefits explained
33 Sidney Margolius: Living costs will rise in 1977
35 Product News
36 People
37 Obituaries
41 News from Canada: Labour's Manifesto for Canada
46 Signalman's Worksheet: Coded track circuits

COVER: Westmount signal shop of CP Rail has room for complete repair, adjustment and testing of signal equipment. Shown here is general work area on the second floor.

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Chamberlain's Message

FRA should vigorously enforce safety rules

We look forward to improvements in the Department of Transportation and the Federal Railroad Administration during the next four years. A good start has been made in the selection of Congressman Brock Adams as Secretary of the Department of Transportation. We have known and worked with Congressman Adams on many transportation legislative matters. For years he was a member of the House Interstate and Foreign Commerce Committee. He was an author of the Rail Reorganization Act of 1973 and a key sponsor of the rail reorganization act that created Conrail. He has a record of involvement in the field of transportation and it will certainly be an advantage to have a Secretary of Transportation who is known in the Congress and one who knows the Congressional scene.

The Department of Transportation was formed in 1967 "to develop national transportation policies and programs conducive to the provision of fast, safe, efficient and convenient transportation at the lowest cost consistent therewith and with other national objectives, including the efficient utilization and conservation of the Nation's resources."

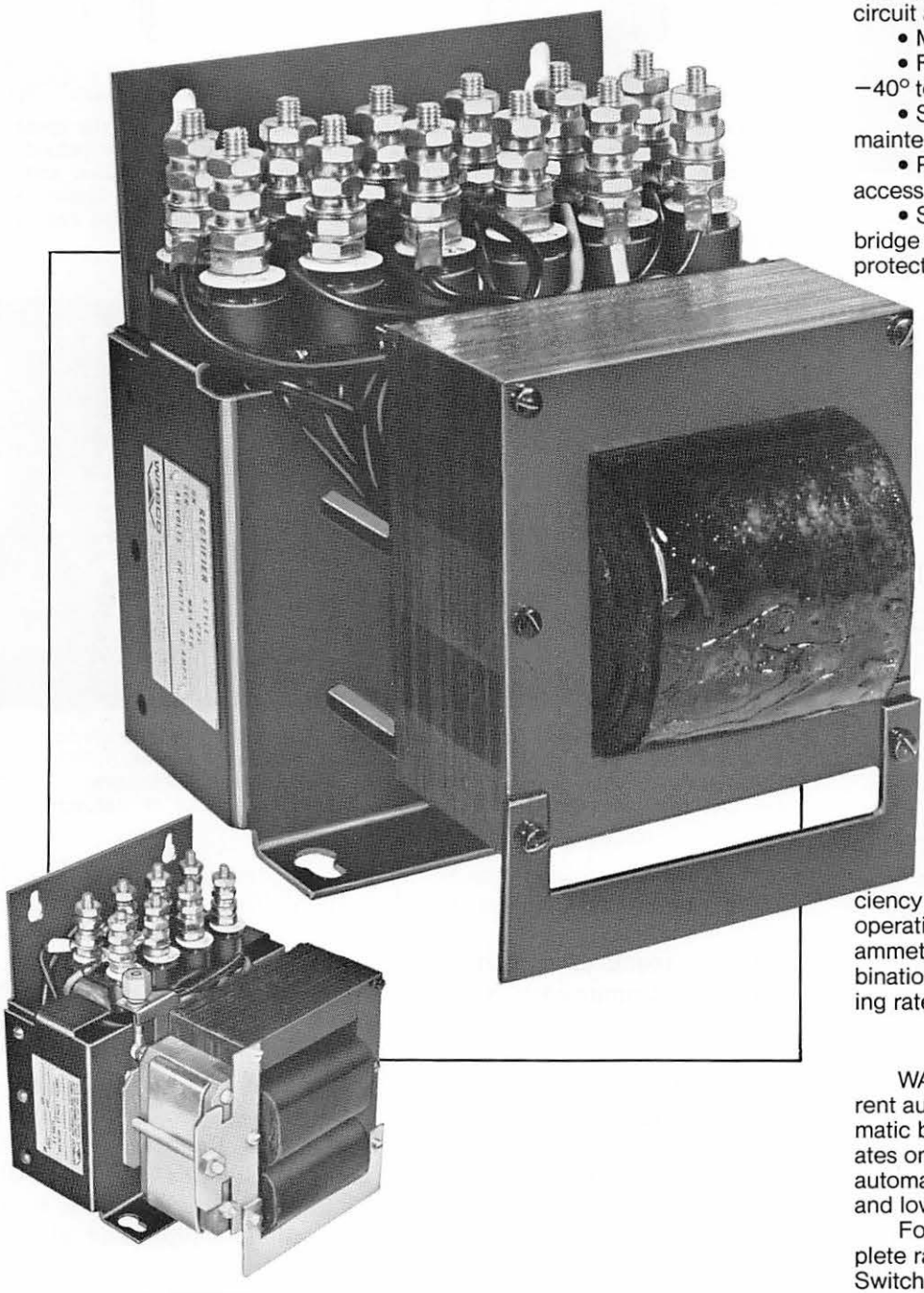
To achieve this objective as set forth in the 1966 Department of Transportation Act, the Federal Railroad Administration was created. One of its major concerns was safety. FRA took over the safety functions of the Interstate Commerce Commission in creating a Bureau of Railroad Safety. From its inception, FRA has worked in the safety area of railroading. Since 1967, railway labor has been a prime mover in getting good safety rules and regulations on the books. All that is really needed is a consistent policy from Washington to the regional FRA offices that vigorous enforcement will be the policy and that Washington will back up the field forces.

A major problem is one of enforcement. Presently there is not a field force large enough to do the job. Congress has appropriated money for an expanded inspection force, but for various reasons past FRA Administrators have not actively pursued the matter. Now is the time for an expanded recruitment drive to obtain qualified field inspectors. In our own field of signaling, we have forwarded information on qualified persons for positions of signal and train control inspectors, only to have the names lost in the shuffle. Here is an opportunity for a new FRA Administrator to initiate a recruitment drive that will be carried through to conclusion with the hiring of signal and train control inspectors. Our offer of support in this recruiting drive still stands.

Our members in the field are the first to know if the policy of FRA enforcement of safety regulations is working.

We are ready and willing to cooperate with the Department of Transportation, the Federal Railroad Administration, and the railroads in making the railroad industry a safe, efficient form of transportation. Together we can make this come to pass. Now is the time for a good beginning.

Reliable rectifiers from WABCO.



- WABCO rectifiers provide reliable assemblies designed for trouble-free operation in many track and line circuit applications.
- Meets AAR signal specifications.
- Factory tested for operation from −40° to 160°F.
- Solid-state components provide maintenance-free operation.
- Rugged components are easily accessible.
- Silicon Avalanche Integrated bridge rectifier provides built-in surge protection.
- Two-rate charge capability with terminals for high and low rate.
- 3000 VAC isolation between input to output and to chassis.
- Current adjustable from 0 to maximum rating.

Constant Potential Rectifiers

WABCO constant potential rectifiers are available in either enclosed housing or modular models so they can be used for power supply applications or to operate equipment directly without a battery. Choose from 14 different models with ratings to handle loads from 7 up to 120 watts.

Constant Current Rectifiers

WABCO offers constant current rectifiers in 24 models to provide fixed, two-rate, or adjustable flow rates. Solid-state construction insures high efficiency performance in battery charging operations. Some models with built-in ammeters or ammeter/voltmeter combinations allow regulation of the charging rate with coarse and fine controls.

Constant Current Automatic Rectifiers

WABCO produces a constant current automatic rectifier to provide automatic battery charging. This unit operates on a two-rate charge principle, automatically cycling between high and low charge rates.

For more information, and complete ratings, write WABCO, Union Switch & Signal Division, Swissvale, Pa. 15218.

WABCO

An **American-Standard** Company

News

J. J. Morris (center) general chairman, T&P, receives 35-year BofRS membership pin from President C. J. Chamberlain (right) as Secretary-Treasurer R. T. Bates watches.

R. T. Bates, BofRS, secretary-treasurer (second from left) was one of the speakers at the Labor Day Picnic at Foglesong Park in Barstow, CA last fall. The second annual picnic was jointly sponsored by the Mojave Desert Democratic Club and the Barstow Labor Council. Other speakers were (left to right): Walter W. Stiern, Democratic state senator from Barstow; Larry Chimbole, Democratic state essamblyman from Palmdale; and James L. Mayfield, first district supervisor.

Enjoying a joke at a break at the C&S signal meeting in Toronto are (left to right): C. J. Chamberlain, president, BofRS; R. T. Bates, secretary-treasurer, BofRS; D. W. Bennett, associate administrator for safety, Federal Railroad Administration; J. W. Walsh, vice president, BofRS; and J. E. Hansen, BofRS director of research.

N&W plans for more ctc during 1977

Centralized traffic control will be installed by the Norfolk & Western on about 28 miles of main track on the Kenova West Virginia district. Also, 7 miles of ctc will be installed on a yard track near Columbus, OH. These two installations will bring N&W's ctc up to 3,318 road miles. Work is also going forward on rehabilitation of the N&W's route between Portsmouth, OH and Lafayette, IN including the line between Cincinnati, OH and New Castle, IN. Most of the work now involves installation of continuous welded rail. The final stage of rehabilitation, installation of ctc, will be completed next year.

MP is now one system

Merger of the Texas & Pacific and Chicago & Eastern Illinois into the Missouri Pacific has been completed. Merger of the three companies has been consummated as a statutory merger, with the Missouri Pacific as the surviving company acquiring all assets and assuming all liabilities of the T&P and C&EI. The merger was approved by shareholders, and received approval of the Interstate Commerce Commission.

D&RGW to spend $2 million on signals, communications

Denver & Rio Grande Western plans to spend $2 million in 1977 for signal and communications projects to improve efficiency of operations. Included in this amount will be the installation of automatic grade crossing warning devices at several locations.

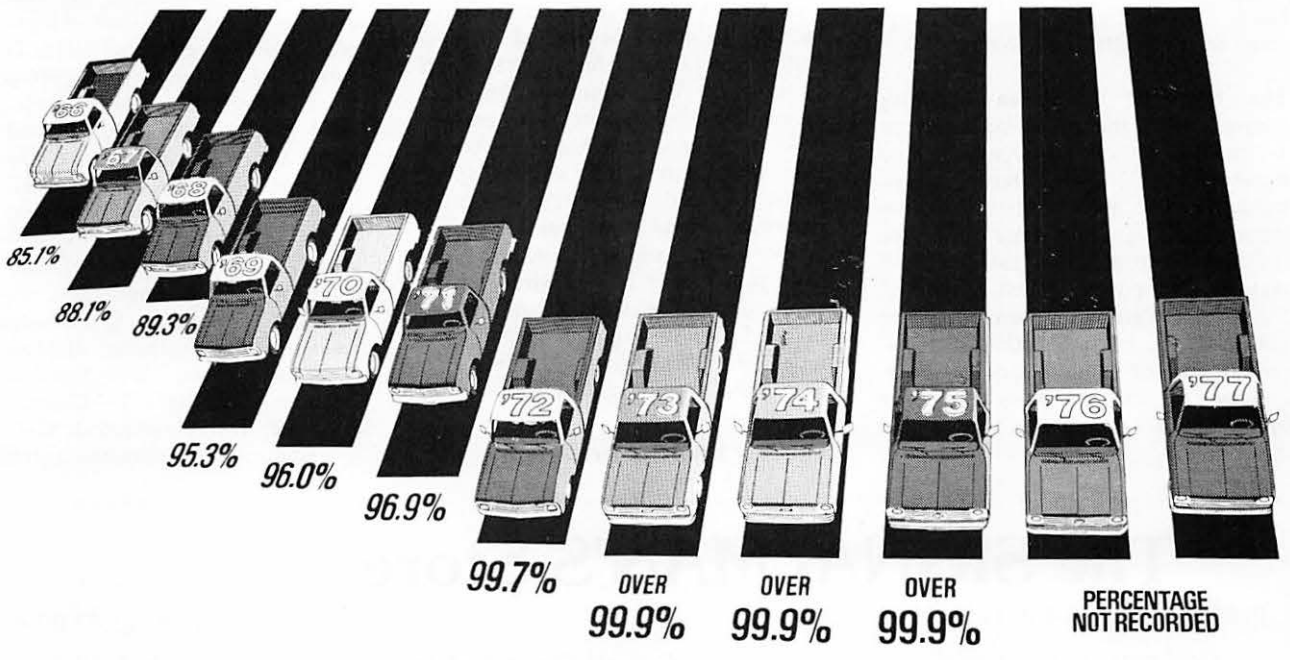
Rock Island plans for use of 4R federal funds

Rock Island is planning on tapping some of the federal funds available for rehabilitation under the Railroad Revitalization and Regulatory Reform Act of 1976. Some of the funds that RI is seeking will go for signal projects. In a recent speech William M. Gibbons, trustee, outlined some of these projects. Speaking of the Little Rock, AR-Memphis, TN line, Gibbons said that half a million dollars would be spent for communication and signals work.

"We have a safety-related project—the system-wide installation of electronic detection devices. We are looking at the latest in the state-of-the-art in

(Please turn to page 24)

96% OF ALL CHEVY TRUCKS REGISTERED IN THE LAST 10 YEARS ARE STILL ON THE JOB.



Chevy has an impressive record for building trucks that last. The chart shows the percentages still in use in each of the most recent model years recorded. 96% of all Chevy trucks registered during those model years were still in use on July 1, 1975, as reported by R. L. Polk & Co.

Chevy pickups are tough in the right places. With two steel walls in the Fleetside tailgate, body sides, doors, front fenders and hood. With extensive rust and corrosion protection that includes a 7-step process for cabs, charged primer for pickup box steel floor, sidewalls, front panel and tailgate. With brake systems that are computer-matched to the gross vehicle weight of the truck you order. For a lot more on what goes into Chevy toughness, see your Chevy dealer. And while you're there, take a test-drive.

CHEVY TRUCKS

BUILT TO STAY TOUGH

Cloth emblem is available with BofRS in white letters on red border, two locomotives and green over red searchlight signal.

Coasters (3" dia.) come in black and gold, or in white, red and green with BofRS emblem.

Playing Cards with the BofRS emblem are now available. These high-quality cards come in the conventional bridge decks, including jokers. Cards and emblem are in color.

Golf caps with the BofRS emblem in color are available in Medium or Extra Large with adjustable head band. These lightweight, net caps come in Red, Black or White.

The 8-volume signalman's training course covers the following subjects: 1—electricity, circuit symbols and nomenclature; 2—signal terms, relays, track circuits and meters; 3—automatic block signaling, time code control and electronics; 4—traffic control systems and power switch machines; 5—highway grade crossing warning systems and FRA RS&I tests; 6—remote control and automatic interlockings; 7—ctc machines and their operation; 8—maintenance of signal equipment.

Signalmen's decal (top) has adhesive backing so it can be applied to glass, leather, metal, etc. for BofRS identification on car windows, bumpers, luggage, hard hats, etc. The emblem is 4" or 3" in dia. It has a red border with white letters. The signal displays green over red. Below left is a metal **colorlight signal lapel pin** ½" in diameter with signal showing green over yellow over red on white enamel background. Signal and pin otulined in gold. Below right is ⅝" **BofRS lapel pin** identical to decal except letters and outline are in gold.

Use this handy order form:

A history of the Brotherhood of Railroad Signalmen has been written by the late A. E. Lyon, president emeritus, which covers the 75 years of the Brotherhood since its founding in 1901.

Master National Agreement Book has the basic provisions of national agreements negotiated with U.S. railroads and the BofRS. They are contained in a loose-leaf binder with 2-inch rings so there is room for additional material, such as local agreements. The 23 sections are: A—summary of wage changes; B—summary of other benefits; C—Washington job protection agreement of 1936; D—vacations; E—Union shop agreement; F—Holidays; G—Claim and grievance handling; H—Health and welfare; I—Force reductions; J—Employment security; K—Travel time and away-from-home expenses; L—Off-track vehicle accidents; M—Jury duty; Mc—Current agreement; N—Overtime; O—Camp cars; P—Apprentice programs; Q—Change of residence; R—Earnings deduction in discipline cases; S — Supplemental sickness benefits; T—Union dues checkoff; and U—Amtrak C-1, C-2; V—Seniority modification agreement.

The SIGNALMAN'S Store

PLEASE SEND ME THE FOLLOWING ITEMS:

_____Golf caps @ $3.75 each. ____R ____B ____W _____Med. _____X Large

_____Coaster (black and gold) @ 10¢ each.

_____Coaster (red and green) @ 15¢ each.

_____Cloth emblem @ $1.50 each.

_____Colorlight signal lapel pin @ $1.50 each.

_____BofRS red, gold lapel pin @ $2.00 each.

_____Decals @ 15¢ each. _____3 inch _____4 inch

_____Decks of Playing Cards @ $3.00 each.

_____General Chairman & Local Chairman's Manual @ $3.00 each.

_____Signalman's training books @ $18.00 per 8-volume set.

_____Vol. 1 @ $2.50 each. _____Vol. 5 @ $2.50 each.

_____Vol. 2 @ $2.50 each. _____Vol. 6 @ $2.50 each.

_____Vol. 3 @ $2.50 each. _____Vol. 7 @ $2.50 each.

_____Vol. 4 @ $2.50 each. _____Vol. 8 @ $2.50 each.

_____Master National Agreement Book @ $7.95 each.

Minimum order accepted is $5.00. Please make check or money order payable to **R. T. Bates** and send with this coupon to him at **Brotherhood of Railroad Signalmen, 601 W. Golf Road, Mt. Prospect, Ill. 60056.**

Amount enclosed $_____

_____History of BofRS @ $9.95 each.

Name_____Local No._____

Address _____

City_____State (Province)_____Zip_____

CP Rail regional signal shop is in Montreal

A CP regional signal shop in the Westmount section of Montreal is housed in a 2-story building. Adequate space is provided for a carpentry shop, machine shop, relay repair and adjacent rooms, and sections are available for general repair of signal equipment. Also, space is provided for storage of materials, equipment waiting for repair and finished equipment waiting for shipment to the field. In addition, locker facilities, a lunchroom with refrigerator and a hotplate, washrooms and lavatory are provided. Office space is also available for Claude Legaré, signal foreman, and for A. E. Lawson, signal shop supervisor.

Westmount signal shop is for CP Rail's Eastern & Atlantic regions. Equipment is repaired, adjusted, tested and brought up to service standards before returning to the field. The signal repairmen also do some manufacturing such as constructing wood gates arms for grade crossing warning systems. Wood telephone booths for the dispatchers' phone systems are made at the Westmount shop as well as wood relay cases for use at track circuit cut sections.

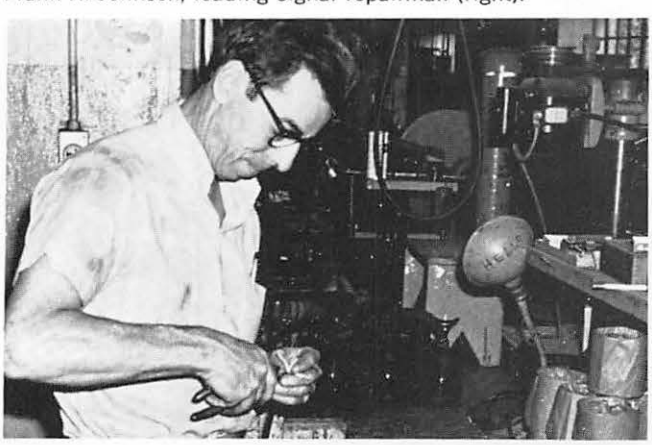
When The Signalman's Journal visited the shop, it was manned by one signal shop supervisor; a signal foreman; G. A. Phenix, assistant signal foreman; seven leading signal repairmen; five signal repairmen A and one signal repairman B.

Signalmen working at Westmount shop are members of Beaver Lodge No. 196. They are active in the Lodge with four of them holding offices: Frank H. Johnson is local president; O. Daudelin is financial secretary; and Norman Desilets is local chairman. Brother Phenix is recording secretary.

Typical of the work done at the shop can best be described by what the signalmen were doing when TSJ visited the Westmount signal shop.

Brother Frank Johnson, leading signal repairman, repairs, cleans and adjusts switch machines and crossing gate mechanisms. Sometimes his work involves complete disassembly, cleaning of parts, reassembly and adjusting of a switch machine to bring it into compliance with service operating standards.

Signal foreman Claude Legaré (left) inspects work of Brother Frank H. Johnson, leading signal repairman (right).



Brother Douglas Derrick, leading signal repairman (above) works on a flasher unit. Brother Norman Desilets (below) leading signal repairman is working on a freight car impact register.

Wood telephone booths (marked with letter "P") are made at the Westmount signal shop. Also shown is a storage area.

Brother Keith Russell, signal repairman A, is "in charge" of the carpentry shop. He does most of the carpentry work.

Grand Lodge Representative Robert R. Mitchell (left) watches as Brother Claude Duval, signal repairman B, paints a crossing gate arm.

Another leading signal repairman, Brother Douglas Derrick normally does blacksmith work performed at the shop, but on the day of the TSJ visit, he was repairing a flashing-light signal unit. Often his blacksmith chores involve repairing or straightening switch operating and lock rods. Also, he does any welding required, such as an signal masts or bungalows.

Norman Desilets, also a leading signal repairman, works on various signal units, searchlight and colorlight signal heads. Occasionally, he does the repairing of mechanical parts or mechanism of devices used by other departments. For example, Brother Desilets repairs and adjusts impact registers that CP Rail places in box cars to record impacts resulting from switching operations and train action.

Brother Keith Russell, signal repairman A, presides over the carpentry shop. He makes gate arms, wood phone booths and wood cases used at relay cut sections.

Brother Claude Duval, signal repairman B, picks up where Brother Russell stops. Duval performs the very necessary task of painting at Westmount shop. All gate arms, phone booths and wood relay cases receive a prime coat of paint as well as a final coat. Cases, masts, bungalows, phone booths, etc., receive an aluminum final coat of paint. Crossing gate arms are painted with black and white stripes, but some arms have red and white reflective material applied for use at specific locations.

On the second floor of the shop much of the electrical work is performed, primarily on relays, audio frequency overlay circuit transmitters and receivers, indicators, telephones, searchlight signal units and signal test equipment such as the signal maintainer's meter (volt-ohm-milliammeter). Meters are also calibrated here.

Partitioned off from the rest of the second floor operations is a relay test room. Here all relays are tested, adjusted and calibrated to bring them up to service standards. Plug-in and special relays are repaired in this relay test room.

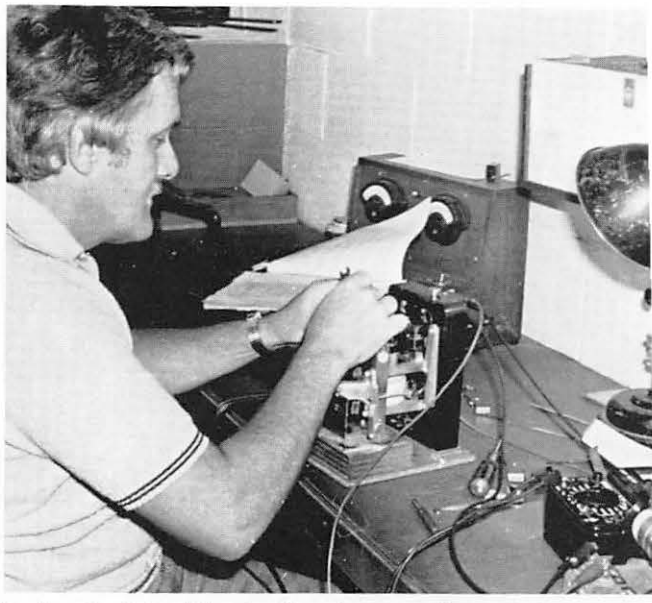
Shelf-type relays and searchlight signal units are repaired outside the relay test room, but brought into the room for adjustment and calibration.

Brothers Kenneth Baylis and Paul Gauthier repair, clean, adjust and calibrate relays. Baylis and Gauthier are leading signal repairmen.

Brother O. Daudelin, leading signal repairman, generally works on searchlight signal units as does Brother Ivor Watkins, signal repairman A. CP Rail uses both General Railway Signal type SA searchlight signals and Union Switch & Signal style H and H-2 units.

Brother Patrick O'Hara, signal repairman A, works on audio frequency overlay transmitters and receivers. Also, he repairs and adjusts telephones,

Brother Patrick O'Hara, signal repairman A, works on an audio frequency overlay unit.



Brother Paul Gauthier, leading signal repairman, adjusts, repairs, tests and calibrates relays.

Brother Kenneth Baylis, leading signal repairman, works in the relay repair room on adjusting and calibrating relays.

News Cont'd.

hotbox and dragging equipment detectors—with radio-link-cathode-ray-tube display consoles at the dispatchers' desks as well as computerized fail-safe and exception-reporting functions built in. This is a $7 million project and provides immeasurable safety benefits, cost reduction, higher speeds and improved service," Gibbons said.

BofRS President C. J. Chamberlain (at head of table) hosted a meeting of signalmen, ConRail and IBEW officers at Mt. Prospect BofRS headquarters. On Chamberlain's left (facing camera, left to right) are A. E. Egbers, vice president labor relations, and J. R. Walsh, senior director labor relations, both of Consolidated Rail Corp.

"Joe Walsh meets Joe Walsh." J. R. Walsh (left) is senior director labor relations, ConRail, while J. W. Walsh (right) is BofRS vice president.

Facing camera (left to right) are: John Spence, grand lodge representative, International Brotherhood of Electrical Workers; Andrew M. Ripp, vice president, IBEW; and Joseph W. Walsh, vice president, BofRS.

The Cooperating Railway Labor Organizations Health and Welfare Committee recently met at BofRS headquarters in Mt. Prospect, Illinois to finalize details on a forthcoming Section 6 Notice to the nation's railroads concerning the improvements sought in health and welfare benefits. Shown here, (left to right) are: John Dignan, assistant to president, Railway Employes Department, AFL-CIO; Gerald Toppen, international vice president, Brotherhood of Railway & Airline Clerks; C. J. Chamberlain, president, BofRS and chairman, Railway Labor Executives' Association; Fred A. Hardin, chairman, Health & Welfare Committee, Cooperating Railway Labor Organizations; and James E. Yost, president, Railway Employes Department, AFL-CIO.

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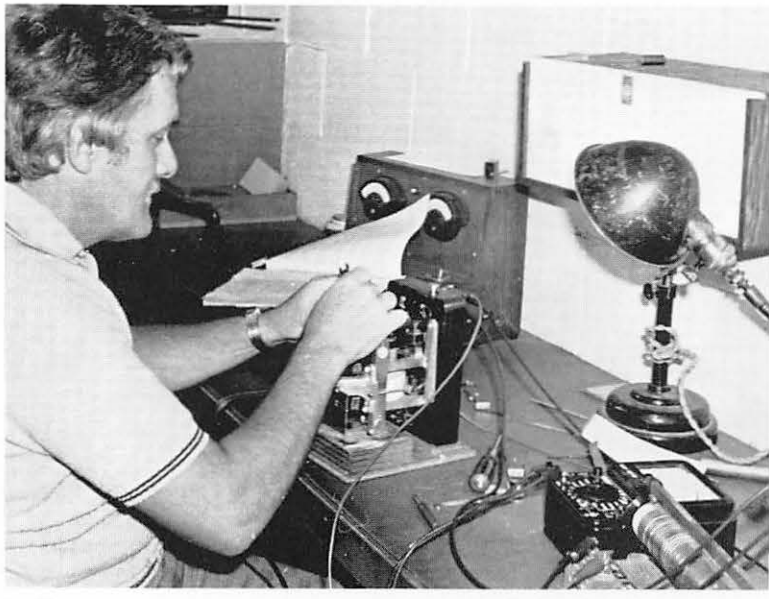

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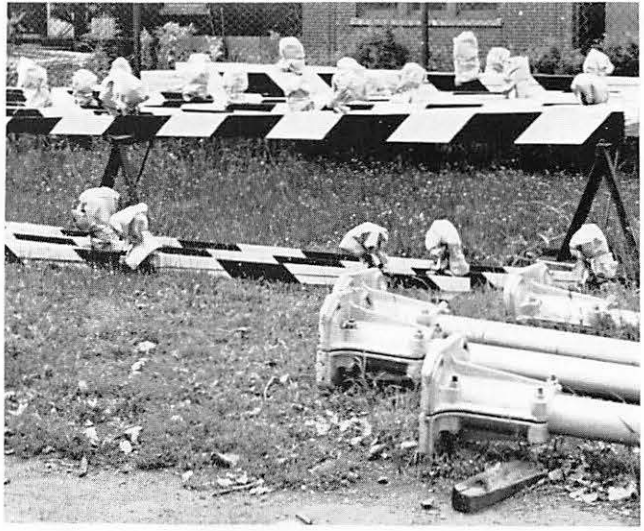
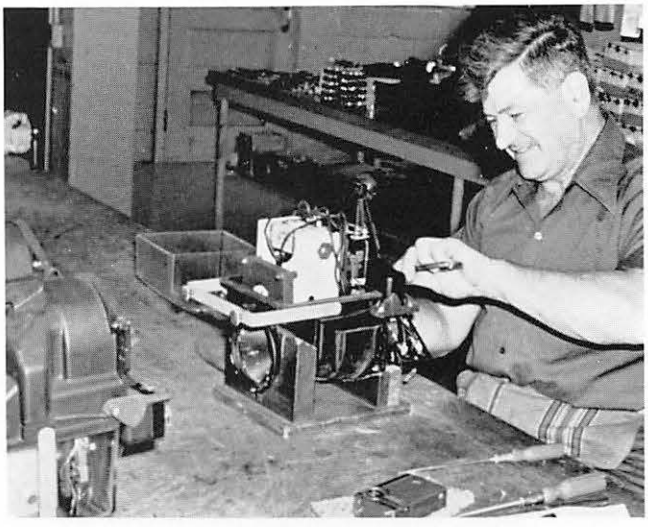
Brother Kenneth Baylis, leading signal repairman, works in the relay repair room on adjusting and calibrating relays.



Crossing gate arms ready for installation are stored outside the shop as are masts and some other signal material.

Brother O. Daudelin, leading signal repairman, adjusts and calibrates searchlight signal units (US&S style H here).



Brother Ivor Watkins, signal repairman A, also repairs searchlight units (GRS type SA here).

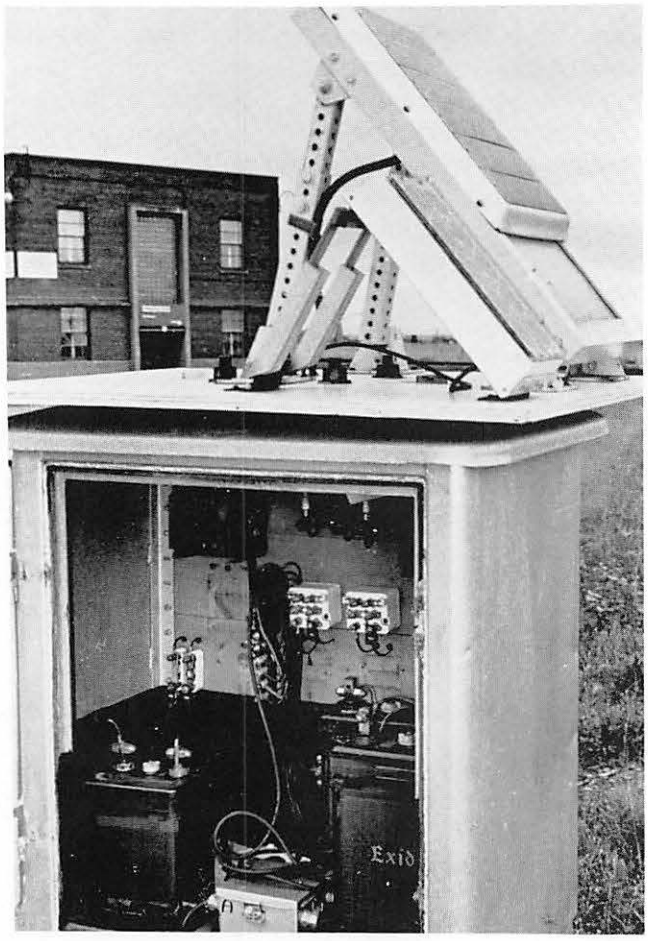
Solar panels on case roof turn light into electricity to charge storage batteries that control crossing flashers.

track indicators and other signal electronic equipment.

Other Beaver Lodge No. 196 members working at the shop are L. Richard, leading signal repairman, and T. Giles and E. MacDonald, both signal repairmen A. These men were on vacation when TSJ visited Westmount shop.

One of the more interesting projects for Westmount Shop forces was the installation of a test, solar power installation. The success of the installation led to a second, larger installation being made 50 miles north of Montreal. At Westmount the solar cells convert light to electricity which is used to charge a 2-volt battery and power a track circuit which controls flashing-light signals at a rail-highway crossing near the shop. The solar panels, supplied by Solar Power Corp., are mounted on the top of the signal case.

Also, of interest at the shop, is a test laboratory which includes a test chamber capable of testing equipment from −65 deg. C to +30 deg. C. This along with electronic test equipment can provide for environmental testing of signal equipment.



GRS TYPE-E CAR RETARDERS

For simple, reliable control of car speeds in car-handling facilities

AUTOMATIC OR MANUAL CONTROL

ALL-WEATHER OPERATION

HANDLE LONG CUTS OR SINGLE CARS

DEPENDABLE - Electric operation provides all-weather performance. Electric power is easily controlled, practically immune to cold weather failure, and is readily available.

ECONOMICAL - Energy required to change retarder position only; actual braking pressure by powerful springs. Energy consumption averages less than 0.07 kWh per car handled.

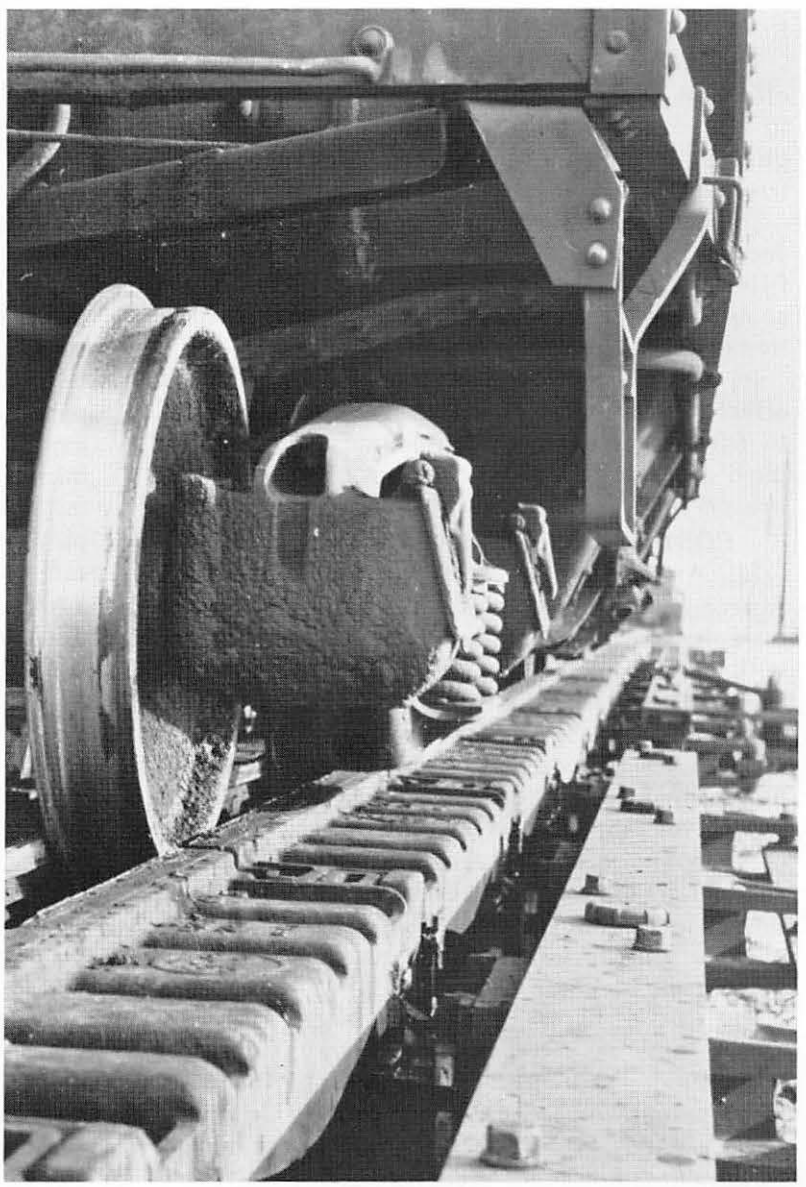
ADDED SAFETY - By restoring retarder to the closed position as soon as each car is released, retardation is always available. In fact, a car can be held in the retarder even with complete power failure.

EASY MAINTENANCE - One adjustment takes care of shoe wear for the entire retarder. Bolts and lubrication points are readily accessible.

VERSATILE - Cars with 28 to 38 inch diameter wheels and weighing up to 160 tons can be handled with precision. Applications range from spotting empty cars in barney pit operations to handling large, heavyweight cars in a full-scale class yard. Optional brake shoes provide a wide variety of velocity head ratings.

RETARDER	TYPICAL APPLICATIONS
Type E1	For handling cars of 100 tons or less in industrial applications or low volume class yards.
Type E1H Type E1HS	For upgrading existing Type E1 retarders for handling cars of up to 125 tons.
Type E160	As a hump or group retarder in today's modern high-capacity classification yards – can handle up to 160 tons.

For more information ask for D99.0701.



GRS

GENERAL RAILWAY SIGNAL
A UNIT OF GENERAL SIGNAL
ROCHESTER NEW YORK 14602

3647

Signalmen serve Sec. 6 notices asking

Wage and fringe benefit notices were served on the nation's railroads on January 10, 1977. Major wage increases are 15% for each of three years plus a continuation of the cost-of-living adjustment. In the fringe benefit area improvements are sought in travel time and travel expenses, paid holidays and vacations. The notices are printed in their entirety herewith.

BROTHERHOOD OF RAILROAD SIGNALMEN
JANUARY 1, 1977
WAGE NOTICE

I. **ADJUSTMENT OF STRAIGHT TIME RATES**

(a) Increase all straight time rates of pay in effect on December 31, 1977 by an amount equal to fifteen percent effective January 1, 1978, applied so as to give effect to this increase in pay irrespective of the method of payment.

(b) Increase all straight time rates of pay in effect on December 31, 1978, by an amount equal to fifteen percent effective January 1, 1979, applied so as to give effect to this increase in pay irrespective of the method of payment.

(c) Increase all straight time rates of pay in effect on December 31, 1979, by an amount equal to fifteen percent effective January 1, 1980, applied so as to give effect to this increase in pay irrespective of the method of payment.

II. **COST-OF-LIVING CLAUSE**

(a) Amend Article II of the January 29, 1975 Agreement to provide for continuing an uninterrupted cost-of-living adjustment in accordance with the formula set forth therein, eliminating the cap and with a minimal adjustment of 1¢ per hour for each .3 of 1 point by which the BLS Consumer Price Index exceeds such index for respective designated months. First adjustment to be effective on January 1, 1978, and on the first day of each six months thereafter. Effective at the completion of each six-month adjustment period, the full amount of the cost-of-living allowance then payable will be incorporated into basic rates of pay for all purposes.

(b) Cost-of-living adjustment referred to in (a) above shall be determined from the "Consumer Price Index—United States city average for urban wage earners and clerical workers—All Items—Unadjusted (1967 = 100) revised," as published by the Bureau of Labor Statistics, U. S. Department of Labor.

(c) The cost-of-living allowance will apply to straight time, overtime, vacations, and holidays, special allowances and arbitraries, merger employe protection and earning guarantees in the same manner as basic wage adjustments have been applied in the past.

III. **INTEREST OF RETROACTIVE PAY INCREASES**

The first wage increases provided for in this notice shall be effective January 1, 1978, and should an agreement not be reached by that date, interest on the retroactive pay increases shall be paid at the rate of three percent (3%) per month until actually paid.

BROTHERHOOD OF RAILROAD SIGNALMEN
JANUARY 1, 1977
FRINGE BENEFIT NOTICE

I. **TRAVEL TIME AND TRAVEL EXPENSES**

(a) Establish a rule to provide that, effective January 1, 1978, employes required to live away from home during their work week will be furnished with transportation by the carrier for weekend trips to and from their homes. Such transportation shall be at no cost to the employe and shall be furnished by the carrier or the employe shall be reimbursed for the actual cost of such transportation. If the employe uses his personal automobile for this transportation, he shall be reimbursed at the rate of twenty-five cents (25¢) per mile. Time spent in traveling to and from employe's home shall be paid for at the straight time rate of pay. Benefits provided in Article IV of the April 21, 1969 Agreement shall be applicable in all instances where employes are making weekend trips home.

(b) Establish a rule to provide that, effective January 1, 1978, employes required to live away from home during their work week, will be paid actual expenses for meals and lodging. Camp cars, trailers and housing facilities shall be eliminated and will not hereinafter be re-established.

(c) Establish a rule to provide that, effective January 1, 1978, employes will be paid actual expenses when away from their headquarters point. Employes will be paid actual meal expenses when away from assigned headquarters point during an assigned meal period. Employes will be paid actual lodging expenses when away from their assigned headquarters point overnight. Reimbursement of such expenses shall be made at least bi-monthly. Upon request, employes will be granted an advancement of money sufficient to cover incurred expenses until reimbursement for such expenses has been accomplished.

for 15% wage increases

II. **PAID HOLIDAYS**

Amend the rule covering pay for holidays, as set forth in Article II of August 21, 1954, as amended, to provide that effective January 1, 1978:

(a) The following two (2) holidays shall be added to the enumerated holidays in the rule: (1) Day after Thanksgiving, (2) One Personal Day.

(b) Monthly rates of pay shall be adjusted by adding sixteen (16) pro rata hours to the annual compensation and this sum shall be divided by twelve (12) to establish a new monthly rate. Each monthly rated employe shall receive a day off without reduction in monthly compensation on the enumerated holidays in this rule, or, each such monthly rated employe required to work on an enumerated holiday shall be compensated therefor at two (2) times the pro rata rate for a minimum of eight (8) hours in addition to the monthly compensation.

III. **VACATIONS**

Amend the Vacation Agreement of December 17, 1941, as amended, to provide that effective with the calendar year 1978:

(a) All employes covered by the agreement shall receive two (2) weeks vacation after one (1) year of service.

(b) All employes covered by the agreement shall receive three (3) weeks vacation after five (5) years of service.

(c) All employes covered by the agreement shall receive four (4) weeks vacation after fifteen (15) years of service.

(d) All employes covered by the agreement shall receive five (5) weeks vacation after twenty (20) years of service.

(e) All employes covered by the agreement shall receive six (6) weeks vacation after twenty-five (25) years of service.

(f) Provide that vacation periods in paragraphs (a) through (e) will be granted if employes have rendered compensated service on not less than ninety (90) days during the preceding calendar year.

(g) Vacation relief workers will be provided and used on all signal maintenance territories during periods of vacation.

(h) Vacation relief workers will be assigned a permanent headquarters with expenses and travel time paid while away from such headquarters. Change Article 12(a) of the Vacation Agreement accordingly.

IV. **REVISION OF ARTICLE IV—APRIL 21, 1969 MEDIATION AGREEMENT**

Amend Article IV—Payments to Employees Injured Under Certain Circumstances to provide that:

(a) Wherever there is reference to $50,000, $100,000 and $1,000,000 such amounts shall be changed to $200,000, $400,000 and $4,000,000, respectively.

(b) Wherever there is reference to $100 per week such amount shall be changed to 80% of the minimum mechanics rate times forty (40).

(c) The limitation on length of time benefits are payable shall be removed so that benefits will be paid for the entire period of disability.

V. **LIABILITY INSURANCE**

(a) Provide all inclusive liability insurance coverage for employes operating carrier-authorized vehicles, regardless of whether the employes are or are not under pay while operating such vehicles.

(b) Provide that the employing carrier will be completely responsible for fines, loss of wages or employment opportunities suffered as a result of punitive action taken against an employe for an occurrence while operating a carrier-authorized vehicle.

VI. **ESTABLISH A UNIFORMITY OF MONTHLY RATES**

Effective January 1, 1978, before making adjustments in item I, Attachment "A", the straight time rates of pay for monthly rated employes covered by the agreement shall be adjusted to eliminate substandard wage rates and other inequities by establishing uniform minimum rates, as follows:

a. Signal Maintainers, Signalmen, Mechanics—$7.55;

b. All others—$7.66.

VII. **BEGINNING AND ENDING OF WORK PERIOD**

Where one (1), two (2) or three (3) shifts are worked, eight (8) consecutive hours, including thirty (30) minutes in which to eat, shall constitute a day's work.

VIII. **SHIFT DIFFERENTIAL PAY**

Any employe who is assigned to work a shift the starting time of which is established between the hours of 2:00 P.M. and 6:00 A.M. will in addition to all other compensation payable under the agreement be paid an additional amount equal to six percent (6%) of the basic rate as a shift differential.

IX. **SAVINGS CLAUSE**

The Brotherhood of Railroad Signalmen reserves the right to preserve existing rules or practices on any individual carrier or carriers which it considers more favorable than any rule resulting from negotiations on the foregoing proposals.

FRA issues interim statement

DEPARTMENT OF TRANSPORTATION
Federal Railroad Administration
(FRA Docket No. HS-4, Notice No. 6)
HOURS OF SERVICE ACT
Signal Service: Interim Statement of Agency Policy and Interpretation

On September 28, 1976, the Federal Railroad Administration (FRA) published in the Federal Register a proposed statement of agency policy and interpretation concerning the Hours of Service Act, as amended (45 U.S.C. 61-64b; hereinafter "Act") (41 FR 42692). Public comments were requested to be submitted by October 29, 1976. Subsequent notices extended the comment period through December 7, 1976 (see 41 FR 48163, November 2, 1976; 41 FR 52351, November 29, 1976; 41 FR 54047, December 7, 1976). FRA administers and enforces the Act under section 6(f) (3) (A) of the Department of Transportation Act (49 U.S.C. 1655(f) (3) (A)) and a delegation from the Secretary of Transportation (49 CFR 1.49(d)).

Having analyzed the comments received in light of the express purpose of the Act, its legislative history, case law, and prior administrative interpretations, FRA has decided to issue interim interpretations concerning the limitations on hours of service of individuals engaged in installing, repairing or maintaining signal systems (section 3A of the Act). A final statement of policy and interpretation addressing the balance of the statute will be published in the very near future.

Editor's Note: Hours of Service Act was published on pages 13-14 of December 1976 issue of The Signalman's Journal.

Eleven individuals or organizations submitted comments on the segment of the proposed statement dealing with signal service. A joint submission by the organization representing the great majority of common carriers by railroad and the principal labor union representing employees affected by section 3A of the Act was particularly helpful. FRA has adopted much of the substance of that joint submission in preparing the interim interpretations. Other comments have been considered and incorporated to the extent appropriate.

The interim interpretations set forth below are designed to implement safety policy considerations within the framework of the Act, guarding against excessive periods of work while permitting enough flexibility to assure that systems vital to the safety and efficiency of rail transportation are properly maintained. FRA is issuing interim interpretations at this time because of the complexity of the administrative problems involved in applying the amended statute to the variety of factual situations possible. These interpretations may be modified as knowledge is gained of the various practical situations that may arise under the Act. This will permit FRA to assess the actual application of the Act to persons in signal service. If it becomes evident that the intent of the Act is not achieved by these interpretations, then FRA may be required to issue interpretations based on a more strict reading of the statute.

In making their joint submission, industry and labor representatives noted their intention to seek legislative action to address possible deficiencies in the Act and clarify its intended application. FRA has been mindful of the likelihood of such action in preparing these interim interpretations.

Covered Service. Six commenters addressed the issue of the scope of covered signal service. One commenter urged that all maintenance of way employees have a role in the installation, maintenance or repair of signal systems and that a tired or fatigued person working any place on the signal system is a danger to the integrity of the entire system. An organization representing electrical workers detailed the tasks which are the responsibility of its members on some railroads but which are listed in the legislative history as duties of "signalmen". The commenter objected to the use of the term "signalman" to identify members of other crafts and concluded by arguing that the Act should be construed to apply only to such tasks as are uniformly assigned to the signal craft on all railroads across the country.

FRA is convinced by the language of the legislative history and the stated purpose of the Hours of Service Act that the proper benchmark for application of the Act must be found in the relationship of the particular function or service to the safety of the devices and systems which Congress deemed to fall under the general rubric of "signal systems". That is, covered service cannot be defined by reference to the craft which owns the contractual right to a particular task on one or more railroads. Rather, the focus must be safety of railroad operations as it is affected by the readiness of individuals who work on the identified devices and systems. Therefore, the discussion of covered service which appears in the interim interpretations is substantially unchanged from the discussion in the notice of interpretations. A commenter has noted that, through inadvertent error, the

on Hours of Service Act

words "train control and cab signal systems, interlocking systems" were omitted from the quotation taken from House Report 94-1166. The quotation has been corrected in the present document.

Two commenters urged that the construction of signal systems should be distinguished from the "installation" of signal systems. The commenters believe that the latter term should be read to mean "activation". No basis appears in the legislative history for making such a distinction. While it is true that normal testing procedures should limit potential hazards deriving from defects in construction, Congress may well have assumed that some problems could go undetected as a result of faulty testing or that a lack of durability could be caused by poor workmanship. Indeed, the Committee on Interstate and Foreign Commerce of the House stated in its report on the legislation "A signalman who worked excessive hours in either the construction or maintenance of signal systems may make errors in the intricate wiring or adjustment of those devices which would circumvent the safety functions of the system." H.R. Rep. No. 94-1166 (1976) at page 13. Two commenters stressed the use of subsequent component tests as a basis for excluding work done in carrier signal shops from the coverage of the Act. Again, there would seem to be insufficient basis for distinguishing between repairs on components in the field and repairs effected in a carrier shop. One commenter would exclude testing and inspection functions from covered service. FRA believes that testing and inspection are an important and integral part of overall system maintenance.

Limitations on hours. One commenter suggested that the text point out more strongly that a new 24-hour period may begin after any 8-hour period of release. Additional examples have been added which point out this fact.

Duty time. Perhaps the most difficult problem posed by the general language of section 3A of the Act is the definition of time on duty. Individuals who work on signal systems often spend much of their compensated time traveling for the carrier's purposes. Since such travel inevitably adds to fatigue and detracts from time available for rest, and since the provision on commingled service contemplates that noncovered service will normally be counted with covered service in computing total time on duty, clearly time spent in transportation before covered service and enroute between work sites must be recognized to be on-duty time. Similarly, travel from a work site to headquarters by on-track vehicle involves potential peril to train operations and to the individuals themselves and must be viewed as time on duty. However, as one commenter pointed out, highway travel back to the headquarters or residence after work is complete, by itself, involves no hazard to the safety of train operations. Further, travel to the residence (directly or via the headquarters) following a period of covered service closely resembles deadheading or a combination of deadheading and commuting.

As recommended in the joint industry/labor submission, FRA has revised the discussion and examples concerning travel time from the work site to the headquarters or residence outside the regular work day.

Both industry and employee representatives have urged that, while all travel time within regular assigned work hours should be acknowledged to be time on duty, time spent in transportation from a work site to the headquarters or residence outside regularly assigned hours should be treated neither as time on duty nor as time off duty. That is, the employee should be considered to have been "released" for purposes of the prohibition on excess service; but the employee would not be considered "off duty" for purposes of the required period of release of 8 or 10 hours. In the text below, FRA authorizes this treatment of transportation time following any period of covered or commingled service outside regularly scheduled hours. That is, during the next months FRA will not assert statutory penalties involving alleged violations where such time is used in computing excess service and no violation would exist absent the addition of such time. However, FRA will monitor implementation of this approach during the period these interim interpretations are under study.

Effective periods of release. Because many employees who work on signal systems perform overtime service outside their regularly assigned hours, and because the Act does not expressly articulate the requirements for effective periods of release, both FRA and the commenters have experienced difficulty in fashioning principles of general application concerning when time available for rest may be considered off-duty time and when the continuity of service is broken. The question of continuity is important because it may determine whether an employee is required to have 10 rather than 8 hours off following a period of 12 hours service. Obviously, any period considered off-duty time would not count toward the 12-hour maximum.

After review of all comments and in light of specific recommendations by representatives of the industry and affected employees, FRA has decided

to modify its position on periods of release. It has been determined that regularly assigned meal periods should be treated as off-duty time but should not be viewed as interrupting the essential continuity of service. Similarly, other periods of release during which the employee is entirely free of responsibilities to the carrier are treated as off-duty time. However, only periods of 1 hour or more would be recognized as effective breaks in the continuity of service.

One commenter urged that transportation time to or from a food service facility should not be counted as time on duty. While FRA believes that a strong case can be made that such time, which is expended in part for the convenience of the carrier, should be treated as on-duty time, FRA recognizes that such a view may be impractical as applied in many situations. Thus, where the employee has the option to eat his lunch at the site (by use of a lunch box or other arrangement), the entire meal period may be treated as time off duty.

It should be stressed that, with the exception of assigned meal periods, all compensated time during a scheduled work tour is considered time on duty. A carrier may not stretch the permitted 12-hour work period by creating breaks in a regular work day which do not afford meaningful periods of relaxation.

Emergencies. Several commenters seriously questioned the proposed interpretation of the special emergency provision for signal service and urged a more liberal reading of the statute. The commenters noted, for instance, that there may be no way in many instances to ascertain whether a false restrictive indication involves a hazard to train operations without first calling a signal maintainer to investigate the situation.

FRA appreciates that the section 3A(f) "emergency situation" is a broader concept than the section 5(d) "casualty or unavoidable accident or . . . act of God". That is, an emergency permitting service up to 16 hours may be a less extraordinary event than an act of God permitting service in excess of 16 hours. By the same token, FRA is concerned that the exception not be read in a way which will largely consume the rule.

The joint submission of industry and employee representatives implicity recognized that many potential safety problems associated with false restrictive conditions and device malfunctions may be eliminated through temporary measures such as operation at restricted speed; but the submission noted that certain other conditions might produce service disruptions or secondary safety problems rising to the level of emergencies. The text below reflects an FRA determination that conditions producing material disruptions of service may be legitimate emergencies within section 3A(f).

As noted above, FRA has decided to issue the interpretations which appear below as operative interim interpretations pending review of their effectiveness in carrying out the statutory design and purpose. Therefore, FRA hereby reopens for comment its Docket No. HS-4 on an indefinite basis and invites further public comment on the proper application of section 3A of the Act. FRA will publish a notice in the future renewing the invitation for comments and setting a date for closing of the comment period.

Comments should refer to Docket No. HS-4 and should be submitted in triplicate to the Docket Clerk, Office of Chief Counsel (RCC-1), Federal Railroad Administration, 400 7th Street, S.W., Washington, D.C. 20590.

In consideration of the foregoing, the following statement constitutes the policy of FRA concerning the administration and enforcement of section 3A of the Hours of Service Act, as amended (45 U.S.C. 63a), and is effective on January 25, 1977. This statement should be read in conjunction with the final statement of policy on the balance of the statute, including general provisions, which will be published in the very near future.

INTERIM STATEMENT OF AGENCY POLICY AND INTERPRETATION: SECTION 3A OF THE HOURS OF SERVICE ACT

(Authority: Act of March 4, 1907, 34 Stat. 1415, as amended (45 U.S.C. 61-64b); section 6(f) (3) (A) of Pub. L. 89-670, 80 Stat. 940 (49 U.S.C. 1655 (f) (3) (A); section 1.49(d) of the Regulations of the Secretary of Transportation (49 CFR 1.49(d).)

The discussion below describes the policy of the Federal Railroad Administration (FRA) concerning the administration and enforcement of section 3A of the Hours of Service Act (45 U.S.C. 63a). Section 3A establishes maximum hours of service and required periods of release for individuals employed by common carriers who are engaged in installing, repairing or maintaining signal systems.

Section 3A was added to the Act by section 4(d) of the Federal Railroad Safety Authorization Act of 1976, Pub. L. No. 94-348, 90 Stat. 819. This amendment became effective July 8, 1976.

Covered Service

The legislative history of section 3A establishes that Congress intended to make subject to the Act all those persons who work on "signal systems," and that this term was meant to refer to a variety of technologies bearing on the safety of railroad operations. The House committee report on the 1976 amendments contains the following statement, which was repeated on the Senate floor during the

debate on passage in that body and which sets forth the congressional understanding of the term "signal system";

The duties of signalmen encompass the construction, installation, repair, maintenance, testing and inspection of signal systems. These signal systems include automatic block signal systems, traffic control systems, train stop, train control and cab signal systems, interlocking systems, rail-highway grade crossing protection, automatic classification yards, hot box detectors, broken flange detectors, and other similar devices, appliances and systems. H.R. Rep. No. 94-1166 (1976) at pg. 12. See 122 Cong. Rec. S 10376 (daily ed. June 24, 1976).

This explanation of the language of the statute stands as the basic guide to the types of duties covered by this amendment. The reference to "automatic classification yards" is to retarder mechanisms and related control systems.

On many railroads certain of the functions described by Congress as relating to signal systems are performed by persons who are assigned to other departments within the carrier's organization, persons who may not be affiliated with the labor union which represents "signalmen" as that term is commonly employed. It is neither practical nor realistic to vary the application of the Act from one railroad to another, based on which craft has the contractual right to particular work of the individual carrier. Thus, the only reasonable construction of the statute in light of the legislative purpose is that any employee who performs work on one or more of the enumerated systems during a twenty-four hour period is covered by and subject to the Act. In the discussion below, individuals covered by the statute are referred to as "signalmen" for purposes of convenience only. That term is meant to include all individuals engaged in installing, repairing or maintaining signal systems.

It should be noted that certain related work will have such a minimal relation to traditional signal duites as to put it outside the scope of covered service. For instance, an individual responsible for track maintenance whose only signal-related work is the replacement of insulation at rail joints would not be covered by the Act.

In keeping with the functional approach of the Act, employees are subject to the Act only if they perform covered service. Work in the nature of digging ditches into which signal cables are to be laid, putting up poles (without installing signal lines), and driving signal department vehicles is not covered service under the Act. Of course, if an individual performing non-covered service also engages in covered service during the twenty-four hour period, then the individual will be subject to the Act with respect to "on-duty" time and required off-duty periods.

Limitations on Hours

No individual employed by a common carrier in installing, repairing or maintaining signal systems may be required or permitted to work in excess of twelve continuous hours. After working twelve continuous hours, an individual must be given at least ten consecutive hours off duty before being permitted to return to work.

No individual engaged in covered work may be required or permitted to continue on duty or go on duty unless he has had "at least eight consecutive hours off duty within the preceding twenty-four hours." The clear spirit and intent of the quoted language lead to the conclusions that:

(1) When the time on duty is broken or interrupted by off-duty periods of less than 8 consecutive hours, the individual may be on duty up to a maximum of 12 hours during a 24-hour period, so long as such individual has had a statutory off-duty period of at least 8 or 10 consecutive hours immediately prior to reporting for work.

(2) After completing the 12 hours of broken duty, or at the end of the 24 hour period, whichever occurs first, the employee may not be required or permitted to continue on duty or to go on duty until he has had at least 8 consecutive hours off duty.

(3) The 24-hour period referred to in paragraphs 1 and 2 above shall begin when an employee reports for work immediately after his having had a statutory off-duty period of 8 or 10 hours.

The provision on emergencies, discussed below, may extend the permissible time on duty referred to above.

The following examples illustrate the effect of the limitations on hours of service in situations similar to those likely to be encountered on many railroads. For simplicity, the examples assume no regularly assigned meal periods during the stated hours, no emergencies, and no travel time. As used throughout these interim interpretations, "regular duty tour" refers to any scheduled period of service. It is to be distinguished from trouble calls, when the employee is called without prior warning to perform a particular task.

Example A

Facts: Regular duty tour, 7:00 a.m. - 3:00 p.m. (8 hours). Trouble call, 10:00 p.m. - 1:00 a.m. (3 hours).

Effect of law: The individual may not return to his regular job until 9:00 a.m., since he must have 8 consecutive hours off duty before commencing a new 24-hour period. (Note that the individual had not had 8 consecutive hours off duty between his release at 3:00 p.m. and the trouble call). On these facts the employee could take a short trouble call if he could complete it by 7:00 a.m. However, if he returned home at 7:00 a.m. he could not return

to work before 3:00 p.m.

Example B

Facts: Regular duty tour, 7:00 a.m. - 3:00 p.m. (8 hours). Trouble call, 11:00 p.m. - 1:00 a.m. (2 hours).

Effect of law: The individual may return to work at 7:00 a.m., his normal starting time, since he did have 8 consecutive hours off duty prior to the 11:00 p.m. trouble call, which commenced a new 24-hour period. However, the individual would be limited to 10 hours of work, since he has already worked 2 hours in the new 24-hour period.

Example C

Facts: Work, 7:00 a.m. - 3:00 p.m. (8 hours). Off duty, 3:00 p.m. - 11:00 p.m. (8 hours). Work, 11:00 p.m. - 7:00 a.m. (8 hours). Off duty, 7:00 a.m. - 3:00 p.m. (8 hours). Work, 3:00 p.m. - 11:00 p.m. (8 hours).

Effect of law: No violation of law because a new 24-hour period commences when the employee reports for work after each 8-hour period off duty. At the end of the last 8-hour work period, the employee has an additional 4 hours that he may work in other than emergency service under the law during the 24-hour period which began at 3:00 p.m.

Example D

Facts: Regular duty tour, 7:00 a.m. - 3:00 p.m. (8 hours). Trouble call 1, 10:00 p.m. - 12:00 midnight (2 hours). Trouble call 2, 5:00 a.m. - 6:00 a.m. (1 hour).

Effect of law: The individual may not return to his regular duty tour until 2:00 p.m., since he must have 8 consecutive hours off duty before a new 24-hour period would commence. Note that on these facts the employee could take a short trouble call if he could complete it by 7:00 a.m. However, if he returned home at 7:00 a.m. he could not return to work before 3:00 p.m.

Example E

Facts: Regular duty tour, 7:00 a.m. - 3:00 p.m. (8 hours). Trouble call 1, 10:00 p.m. - 12:00 midnight (2 hours). Trouble call 2, 6:00 a.m.

Effect of law: The individual must be released from duty at 7:00 a.m. since the 24-hour period which commenced at 7:00 a.m. the previous day has now expired. He must have 8 consecutive hours off duty before returning to work.

Duty Time

The Act provides that time on duty commences when an individual reports for duty and terminates when the individual is finally released from duty.

Uniform and consistent administration of the Act requires that a fixed, known standard be enunciated for the treatment of time spent in transportation for the carrier's purposes. FRA has determined that the following discussion fairly interprets the intent of the Act while providing objective standards applicable to most common situations. For purposes of the following, compensated travel time means time spent in transportation for the carrier's purposes, which is compensated by the employer.

(1) **Commuting distinguished from travel for employer.** Normal commuting between the individual's residence and his normal "headquarters" or "regular reporting point" is not time on duty for any purpose. This principle applies only to commuting associated with a regular work day, irrespective of the method by which the employee commutes. By contrast, compensated travel time to an initial work site other than the individual's headquarters in connection with a regular work day is considered time on duty. Customarily, signal maintainers and other employees engaged in this work will report to headquarters before going to a work site on the line of railroad. However, in those instances where an employee is permitted to utilize some of his compensated time traveling directly from his residence to a work site where covered service is performed, that compensated time is counted as time on duty under the Act. It is administratively impracticable to distinguish between work sites which are relatively close to the residence and those distant from the residence.

Example 1-A. Signalman A operates out of a headquarters point to which he normally reports at the beginning of a regular work day. As a matter of personal preference, Signalman A chooses to live 1 hours' drive from headquarters. His transportation time between his home and the headquarters point at the beginning and end of the regular work day is counted as part of his required off-duty period of 8 or 10 hours.

Example 1-B. Signalman A, whose regular work day begins at 7:00 a.m., goes directly to a work site on a given day instead of reporting to headquarters. Signalman A leaves his home at 6:30 a.m. and drives to the work site, arriving at 7:45 a.m. He is paid from 7:00 a.m. until he goes off duty. Signalman A is on duty for purposes of the Act commencing at 7:00 a.m. It is immaterial whether he drove to the work site in his personal automobile or a carrier-provided truck.

(2) **Transportation during and following regular work day.** All time spent in transportation during a regular work day is normally on-duty time. Time spent in non-rail transportation returning to headquarters or the individual's residence after the expiration of the regular work day is neither time on duty nor time off duty, even though such time may be paid for. Time spent in transportation by on-track vehicle is always time on duty.

Example 2-A. Signalman B reports to headquarters for a regular work day, 7:00 a.m. - 3:00 p.m., and rides or drives to work site where covered

service is performed, commencing at 7:40 a.m. He departs work site at 2:20 p.m. and rides or drives back to headquarters where he is relieved at 3:00 p.m. Signalman B has been on duty a total of 8 hours.

Example 2-B. Signalman B reports to headquarters for a regular work day, 7:00 a.m. - 3:00 p.m., and rides or drives to work site where covered service is performed, commencing at 7:40 a.m. He departs work site at 3:00 p.m. and rides or drives back to headquarters where he is relieved at 3:40 p.m. Signalman B has been on duty a total of 8 hours from 7:00 a.m. to 3:00 p.m. Off-duty time commences at 3:40 p.m.

Example 2-C. Signalman B reports to headquarters for a regular work day, 7:00 a.m. - 3:00 p.m., and rides or drives to work site where covered service is performed, commencing at 7:40 a.m. He departs work site at 2:50 p.m. and rides or drives back to headquarters where he is relieved at 3:30 p.m. Signalman B has been on duty a total of 8 hours from 7:00 a.m. until 3:00 p.m. Off-duty time commenced at 3:30 p.m.

Example 2-D. A signal gang travels to a work site remote from individual residences. The carrier houses the crew in a motel (or other facility), which is treated as the tie-up point for the gang. The gang has had a statutory off-duty period and departs the motel at 7:30 a.m. for a work site, works continuously until 7:30 p.m. and returns to the tie-up point arriving at 8:00 p.m. Members of the gang have been on duty for 12 hours for purposes of the Act and must have 10 consecutive hours off duty before returning to work. The travel time to the tie-up point from 7:30 p.m. to 8:00 p.m. is considered neither on-duty time nor off-duty time; consequently, the 10 consecutive hours off duty commenced on arrival at the tie-up point at 8:00 p.m.

(3) **Trouble calls.** As a general rule, all compensated time from the time an individual receives a trouble call until he has completed the work for which he was called will be considered time on duty. Of course, this assumes the individual actually begins service for the carrier immediately and that there are no diversions for personal reasons. If an individual devotes only 2 hours to a call for which he receives 2 hours and 40 minutes pay under a collective bargaining agreement, only the actual time worked (2 hours) is counted for purposes of the Act. Travel time on return from an individual's work site to his headquarters or his home outside his assigned hours (except any part of said time performed in or on an on-track vehicle traveling on rails), prior to receiving an off-duty period, is not counted as either off-duty time or on-duty time.

Example 3-A. Signalman C, after returning home following a regular work day of 8 hours, receives a trouble call at 10:00 p.m. The work location is some distance from his residence. Signalman C immediately puts on work clothing and departs for the work site and completes repairs by 11:30 p.m. He arrives home at midnight having consumed 30 minutes on the return trip. He has been on duty 9½ hours (8 plus 1½ hours). His off-duty time began at 12:00 midnight, when he returned home and had an opportunity for meaningful rest.

Example 3-B. Signalman C, after returning home following a regular work day of 8 hours, receives a trouble call at 10:00 p.m. The work location is some distance from his residence. Signalman C immediately puts on work clothing and departs for his headquarters and takes an on-track vehicle and drives it over the rails to the work site. He completes repairs by 11:30 p.m. He arrives at his headquarters at midnight after driving the on-track vehicle over the rails, having consumed 30 minutes on the return trip. Taking a direct route, he arrives home at 12:15 a.m. Signalman C was on duty until his arrival at headquarters at midnight. If Signalman C is compensated in some way for the drive to his residence, then the period from 12:00 to 12:15 a.m. is counted neither as on-duty time nor as off-duty time.

As a general rule, on-duty time ceases with the employee's release. (Where travel prior to the end of the work day is involved, see paragraph 2 above.) With respect to trouble calls, on-duty time ceases with completion of the work (paragraph 3 above). On-duty time begins again at the commencement of the employee's next regular work day or with the receipt of a trouble call (paragraph 3 above).

Effective Periods of Release

In order to qualify as off-duty time, a period of release must provide a meaningful opportunity for relaxation. In addition, the employee must be free of all responsibilities to the carrier, including any duty to remain at a particular location.

Because of the unique characteristics of signal service, regularly assigned meal periods are not computed as on-duty time but do not break the continuity of service. This is true regardless of the duration of the meal period. Thus, service through a scheduled work tour is deemed to be continuous for purposes of the 10-hour release requirement if the only non-duty period is a regularly assigned meal period. Of course, the 10-hour release requirement would come into play only if the continuous service (less the meal period) totaled 12 hours.

Example A

Facts: Regular duty tour, 7:00 a.m. - 12:00 noon. Assigned meal period, 12:00 noon - 12:30 p.m. Regular duty tour continued, 12:30 - 3:30 p.m. Additional service, 3:30 - 7:30 p.m.

Effect of law: The individual has worked 12 continuous hours and must be afforded 10 consecutive hours off duty.

Example B

Facts: Regular duty tour, 7:00 a.m. - 12:00 noon. Assigned meal period, 12:00 noon - 12:30 p.m. Regular duty tour continued, 12:30 - 3.30 p.m. Trouble call, 4:30 p.m. - 8:30 p.m.

Effect of law: The individual has worked a total of 12 hours in broken service and must be afforded 8 consecutive hours off duty before being permitted to return to work.

All other non-duty periods of less than one hour during which there is an opportunity for relaxation and during which the individual is free of responsibilities to the carrier are excepted from the computation of on-duty time. However, such periods of less than one hour are not deemed to interrupt the continuity of service. Conversely, periods of one hour or more which are available for rest and during which the individual is free of responsibilities are considered off-duty time and do break the continuity of service.

Example C

Facts: Regular duty tour, 7:00 a.m. - 12 noon. Assigned meal period, 12:00 noon - 1:00 p.m. Regular duty tour continued, 1:00 - 4:00 p.m. Trouble call, 4:30 p.m. - 8:30 p.m. Travel on return from trouble call, 8:30 p.m. - 9:00 p.m.

Effect of law: The individual has been on duty 12 continuous hours (5 + 3 + 4) and must receive 10 consecutive hours off duty. The 30-minute period between the close of the scheduled duty tour and the trouble call is not counted toward time on duty but does not interrupt the essential continuity of service. The off-duty period begins at 9:00 p.m.

Example D

Facts: Scheduled duty tour, 7:00 a.m. - 12:00 noon. Assigned meal period, 12:00 noon - 12:30 p.m. Scheduled duty tour continued, 12:30 p.m. - 3:30 p.m. Trouble call, 5:30 p.m. - 9:30 p.m. Travel on return from trouble call, 9:30 p.m. - 10:00 p.m.

Effect of law: The individual has been on duty 12 hours in broken service (5 + 3 + 4) and must receive 8 consecutive hours off duty. The off-duty period begins to run at 10:00 p.m.

Emergencies

Section 3A(f) of the Act provides that an individual engaged in installing, repairing, or maintaining signal systems may work up to 4 additional hours within a 24-hour period when an actual emergency exists and the work of the individual is related to such emergency. This means that during an ongoing emergency the individual may work up to 16 hours consecutively or in the aggregate. An emergency ceases to exist when the signal systems are restored to service.

An emergency for purposes of signal service is considered to be any condition causing a material disruption of service or constituting a significant safety hazard. Examples of emergencies include (1) false proceed indications, (2) malfunctioning grade crossing protection devices, and (3) false restrictive conditions that materially disrupt service or which may cause a significant safety hazard. An emergency is to be distinguished from an extraordinary event under section 5(d) of the Act which may render the limitations of the Act inapplicable. For instance, an unusually severe ice storm might rise above an emergency and qualify as an "act of God" permitting service in excess of 16 hours. However, judicial pronouncements on section 5(d) have made it clear that, even in the presence of an "act of God" or other extraordinary event the carrier must employ due diligence to avoid or limit excess service.

It is important to remember that the existence of a bona fide emergency does not excuse the failure to provide a proper off-duty period after the emergency is over. In addition, the existence of a continuing emergency will not always justify working an employee a full 16 hours.

Consider the following:

Example:

Facts: Work: 7:00 a.m. - 3:00 p.m. (8 hours). Trouble call, 10:00 p.m. - 12:00 midnight (2 hours). Emergency call (valid continuing emergency), 3:00 a.m. -

Effect of law: The individual must be released for 8 hours off duty not later than 7:00 a.m., even though at that time he has worked only 14 hours total. The reason for this is that the 24 hour period which commenced at 7:00 a.m. the previous day has now expired.

Note: These interim interpretations should be read in conjunction with the final statement of agency policy and interpretation on the balance of the Hours of Service Act which will be issued in the very near future.

Issued at Washington, D.C. on Jan. 18, 1977.

/s/ ASAPH H. HALL
Administrator

Editor's Note: To serve the interest of our members we have withheld publication of this issue until we could include FRA's interim interpretations of the Hours of Service Act to signalmen. We received this material from FRA on January 24, 1977.

CP Rail spends $10 million fighting 1976-77 snowfall

CP Rail will allocate more than $10 million during 1976-77 for its nation-wide snow removal program. This budget includes labor, material and contract costs for equipment rentals, and covers 19 divisions in the railway's Canadian network. Two key divisions —Montreal and Revelstoke—are gearing up for winter in ways that reflect distinct differences in solving problems created by heavy snowfalls.

In the Montreal division, where 121 inches of snow fell last winter, approximately $1.86 million has been budgeted to help clean up this year's storms and blizzards. The division has 890 miles of track, including main line, yards and industrial sidings. To keep these lines clear, as well as ensuring that 660 main line switches and 1,600 yard switches remain open, the railway will use 48 pieces of equipment. They range from snowplows and spreaders to switch brooms and snow blowers.

"After a severe storm, or during periods of unusually heavy snowfalls, we'll hire extra people to maintain all our operations," said P. C. Leyne, Montreal divisional engineer. "In January 1976, we employed 280 people, 45 of whom were machine operators. After one 12-inch blizzard, all our equipment was running for three days—and those were 16-hour days."

Most snowplows are used on main lines, while spreaders are employed to clean such huge yards and terminals as St. Luc, Lachine, Hochelaga and Outremont. On passenger station platforms at Windsor Station, Montreal West, Westmount and Dorval—all points on the railway's commuter service line—platform brooms, tractors, bulldozers and old-fashioned shovels join forces to clear snow away. In outlying areas, snow fences keep accumulations from drifting onto main line tracks. There, all cleaning equipment is rented on a contract basis, while in Montreal, CP Rail has a contract to hire 13 back-up snow removal units.

In the high mountain passes near Revelstoke, B.C., avalanche control is a crucial part of keeping CP Rail's main line open between Calgary and Vancouver. From mid-December to mid-April, Canadian Armed Forces personnel use howitzer guns to literally shoot down avalanches before sufficient snow builds up to block rail lines and the Trans-Canada Highway. The guns, located in emplacements along the Trans-Canada Highway in Glacier National Park, are Parks Canada's first line of defense against avalanches. CP Rail participates in the Parks Canada program, which also includes the British Columbia department of highways, local police groups and various transportation companies.

"Our dispatcher is contacted by Parks Canada spotters, who use sophisticated snow-monitoring devices to predict where and when to shoot down avalanches. When this happens, we close traffic in all sections where howitzers are employed," W. C. Tripp, superintendent, Revelstoke division, said. Once an avalanche has been shot down, the railway brings in its own plows, front-end loaders, spreaders and bulldozers to clear away the snow from its tracks. Unlike Montreal, snow removal is a daily occupation on the Revelstoke division, which has 475 miles of track winding through rugged terrain. Snowfalls at Glacier National Park exceeding 400 inches per year are the rule; the division's 110 track maintenance forces spend most of their time clearing it all away.

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News Cont'd.

hotbox and dragging equipment detectors—with radio-link-cathode-ray-tube display consoles at the dispatchers' desks as well as computerized fail-safe and exception-reporting functions built in. This is a $7 million project and provides immeasurable safety benefits, cost reduction, higher speeds and improved service," Gibbons said.

BofRS President C. J. Chamberlain (at head of table) hosted a meeting of signalmen, ConRail and IBEW officers at Mt. Prospect BofRS headquarters. On Chamberlain's left (facing camera, left to right) are A. E. Egbers, vice president labor relations, and J. R. Walsh, senior director labor relations, both of Consolidated Rail Corp.

"Joe Walsh meets Joe Walsh." J. R. Walsh (left) is senior director labor relations, ConRail, while J. W. Walsh (right) is BofRS vice president.

Facing camera (left to right) are: John Spence, grand lodge representative, International Brotherhood of Electrical Workers; Andrew M. Ripp, vice president, IBEW; and Joseph W. Walsh, vice president, BofRS.

The Cooperating Railway Labor Organizations Health and Welfare Committee recently met at BofRS headquarters in Mt. Prospect, Illinois to finalize details on a forthcoming Section 6 Notice to the nation's railroads concerning the improvements sought in health and welfare benefits. Shown here, (left to right) are: John Dignan, assistant to president, Railway Employes Department, AFL-CIO; Gerald Toppen, international vice president, Brotherhood of Railway & Airline Clerks; C. J. Chamberlain, president, BofRS and chairman, Railway Labor Executives' Association; Fred A. Hardin, chairman, Health & Welfare Committee, Cooperating Railway Labor Organizations; and James E. Yost, president, Railway Employes Department, AFL-CIO.

On November 18, 1976, signalmen general chairmen met at Mt. Prospect headquarters to discuss a proposed wage and fringe benefit notice. President C. J. Chamberlain (standing) discusses features of the notice. The Section 6 notice served on the railroads appears on pages 14-15 of this issue. Chairmen (below) listen.

Railroad Safety Research Board met at BofRS headquarters in September 1976. President C. J. Chamberlain (at head of table) hosted the meeting. Members listen as Dr. W. J. Harris, Jr. (standing right) makes a presentation. Co-chairmen of the research board are Al H. Chesser (at end of table), president, United Transportation Union, and (at his right) Larry Cena, vice president operations, Santa Fe Railway shown in the picture below.

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Suits—inside right breast pocket
Trousers—inside right hip pocket
Bathing Suits—with size on bra
Blouses—neckline or side seam
Children's Wear—neckline
Dresses—above hem in side seam or in waistband or neckline
Skirts—waistband or below zipper of inside seam
Slips, Sleepwear and Robes—neckline or side seam
Sweaters and Knitwear—seam in shoulder
Suits—waistband of skirt or right inside seam below sleeve or jacket
Coats and Jackets—below right arm hole in lining
Shoes—inside the shoe

UNION LABEL TRADES & SERVICE DEPARTMENT, AFL-CIO

Some of the staff members of the U.S. House of Representatives Committee on Interstate and Foreign Commerce recently visited Grand Lodge Headquarters of the BofRS in Mt. Prospect, Illinois. Shown here in President Chamberlain's office are (left to right): C. J. Chamberlain; Chris Dunne, professional staff member; William P. Adams, professional staff member; Mrs. Elizabeth Harrison, professional staff member; and J. Paul Molloy, associate minority counsel.

What the world is looking for

The World today is looking for men who are not for sale; men who are honest, sound from the center to circumference, true to the heart's core; men with consciences as steady as the needle to the pole; men who will stand for the right if the heavens totter and the earth reels; men who can tell the truth and look the world right in the eye; men who neither brag nor run; men who neither lag nor flinch; men who can have courage without shouting it; men in whom the courage of everlasting life runs still, deep and strong; men who know their message and tell it; men who know their place and fill it; men who know their business and attend to it; men who will not lie, shirk or dodge; men who are not too lazy to work, nor too proud to be poor; men who are willing to eat what they have earned and wear what they have paid for; men who are not ashamed to say "NO" with emphasis and who are not ashamed to say "I can't afford it." Author Unknown.

Steam locomotives show their stuff in new book

For railway enthusiasts, especially those who are avid fans of the steam locomotive, a new volume "The White Plume" has been issued that covers Canada, the U.S.A., England, Scotland, West Germany and Austria. The author, Charles Bowman, a civil engineer by profession, took all of the photographs. Text and captions for the pictures in this 160-page book are by the author. A trip to Austria and Switzerland in August 1974 provide the most recent photographs. To aid the reader, 17 maps are included to show the lines upon which steam locomotives operated during the author's picture-taking excursions.

The White Plume by Charles Bowman, Henry Regnery Co., 180 N. Michigan Ave., Chicago, IL 60601. Price: $16.95.

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One of the biggest bargains you can get in consumer information is **HELP: The Useful Almanac.** At $4.95 this thick book provides a great deal of information on cars, fuel economy, repair costs, food costs, contents of processed foods, drugs, cheapest insurance companies, loans, credit bureaus, Social Security and Medicare regulations, and many other topics useful in personal life and budget handling.

Much of the data comes from government and various state

(Please turn to page 39)

Determine your rights under FELA

Members who are injured on the job and the dependents of those members who have been killed or have died as the result of such injuries should by all means ascertain their rights and benefits under the Federal Employers' Liability Act before attempting any settlement with the railroad.

Below is a list of attorneys who, on the basis of information made available to us, are competent to give full information and assistance to those in need of it.

This list is compiled and maintained on the strength of information furnished us by both attorneys and members. The accuracy of the list that we will publish from time to time depends entirely on the information furnished us. Therefore, everyone concerned is urged to keep us informed regarding cases handled, nature of the case, terms of the settlement, commendations, criticisms, etc.

This information should be forwarded to C. J. Chamberlain, president, Brotherhood of Railroad Signalmen, 601 West Golf Road, Mt. Prospect, IL 60056.

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1976 BofRS convention had most delegates

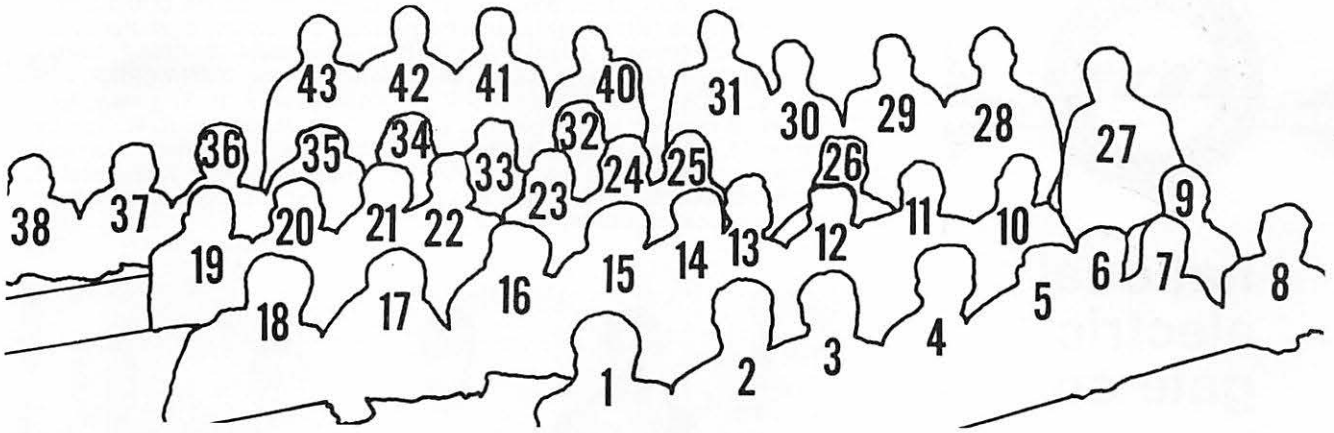
Delegates of the Texas & Louisiana Lines, SP; MKT; and Frisco railroads are shown here with some BofRS officers. Standing (left to right) are: W. W. Lauer, chairman, grand board of trustees, BofRS; C. D. Bradshaw, vice general chairman, Frisco; J. Hehs, Jr., local 99, T&L-SP; G. A. Harrington, secretary, grand board of trustees. Seated, left to right, are: W. W. Altus, Jr., BofRS, vice president; J. E. Moore, local 99, C.D. Plummer, local 99; F. J. White, general chairman, T&L-SP-MKT-Frisco.

Burlington Northern delegates to the 40th Regular Convention of the Signalmen at Quebec City, included the following: Seated (left to right) are—H. R. Neihart, local 103; M. B. Bender, local 119; C. R. Adkison, local 103; J. T. Bass, vice president, BofRS; W. A. Class, Jr., general chairman, BN; W. W. Lauer, vice general chairman, BN; L. D. Baker, local 188; and C. Rutten, local 154. Standing (left to right) are: R. G. Kennedy, local 119; L. Elliott, local 119; H. Heilman, local 154; L. B. Blackburn, local 188; G. McConn, local 154; C. H. White, local 103; R. D. Frank, local 103; D. L. Adkison, local 103; A. Vierkant, local 154; R. A. Johnson, local 188; B. J. McComb, local 87; G. E. Brown, local 87; and G. A. Oldfather, local 188.

Santa Fe delegates to the August 1976 BofRS convention included the following: Seated (left to right) are W. L. Gladbach, local 20; H. E. Trice, local 161; J. R. Riggs, senior vice general chairman, lines east, AT&SF; J. T. Bass, vice president; R. R. Van Vacter, general chairman, AT&SF; W. D. Best, vice president; C. M. Page, general secretary, AT&SF; and M. O. Weber, local 156. Standing (left to right) are: J. C. Hancock, local 121; J. W. Jacobs, local 161; R. L. Pulliam, local 33; W. D. Roberts, local 33; T. Luker, local 156; J. D. Williams, local 161; H. M. Pitts, local 172; J. D. Cummings, local 185, Kansas City Southern; W. H. Little, local 173, and vice general chairman, AT&SF; J. Savage, local 156; H. D. Haines, local 185, KCS; and L. M. Petty, vice general chairman, lines west, AT&SF.

Grand Trunk Western delegates to the BofRS convention in August at Quebec were J. D. Buck (left) and R. C. Buck, general chairman.

Seaboard Coast Line delegates to the Quebec convention of the BofRS included the following (left to right): J. A. Johnson, Jr., R. D. Platt, T. E. Maness, G. G. Gross, general chairman, J. W. Harrington, J. C. Baldwin, chief signalman, and J. W. Powers.



Penn Central delegates to the Quebec Signalmen's convention included the following: (numbers indicate position in photograph) (1) M. D. Brooks, local 22; (2) W. F. Robertson, local 62; (3) D. H. Kennedy, local 1; (4) J. York, local 102; (5) J. M. Lenart, local 102; (6) R. Blydenburgh, local 102; (7) D. R. Helmer, local 27; (8) L. G. Kozlowski, local 2; (9) A. D. Colaianni, local 65; (10) J. Kearney, local 76; (11) E. A. Dischinger, local 2; (12) J. A. Kistler, local 146; (13) W. T. McEnteer, local 134 and vice general chairman, PC; (14) E. J. Paalman, local 180; (15) D. V. Mohney, local 112; (16) J. C. Bean, local 93; (17) T. L. Loeffler, local 73; (18) J. C. Every, local 213; (19) R. W. Forbes, local 1; (20) J. B. Ferres, local 142; (21) J. J. Dascoli, local 35; (22) J. L. Brown, local 212; (23) R. L. Krause, local 212; (24) R. T. Tarvin, local 82; (25) G. B. Kabroth, local 50; (26) R. A. Mancuso, local 69; (27) W. Abner, local 82, and assistant general chairman, PC; (28) D. Murphy, local 62, and general secretary, PC; (29) H. W. Ahrens, local 28, Detroit Terminal, and assistant general chairman, PC; (30) J. W. Walsh, vice president, BofRS; (31) B. E. Britcher, general chairman, PC; (32) E. E. Richardson, local 50; (33) G. Nolan, local 38; (34) R. C. Hill, local 48; (35) T. E. Sablotny, local 109; (36) E. R. Moyer, local 10; (37) R. W. Hartsock, local 15; (38) V. E. Knop, local 15; (40) F. F. Guy, local 112, and vice general chairman, PC; (41) S. F. Slade, local 86, and vice general chairman, PC; (42) R. J. Szprygada, local 36, and assistant general chairman, PC; (43) A. J. Smith, local 28, Detroit Terminal, and vice general chairman, PC.

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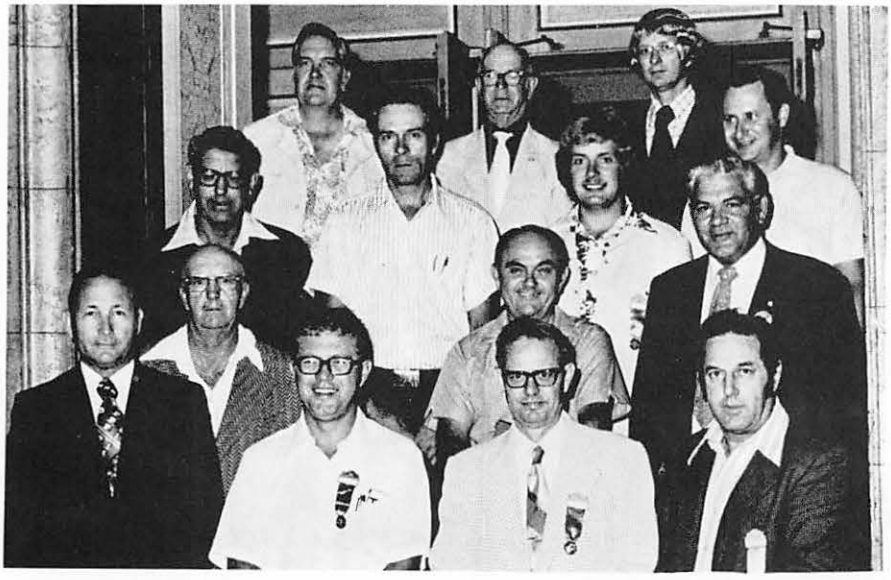
- Gate Arm Products
- Lamps—Mechanisms

Chesapeake & Ohio delegates at the Quebec convention of the Signalmen are shown here. Left to right are: J. B. Patton, local 221; S. M. Phillips, 135; H. Harlow, 221; R. Dankert, 123; H. H. Parker, general chairman; F. Favio, 123; F. T. Branham, 136 and T. L. Irvine, 89.

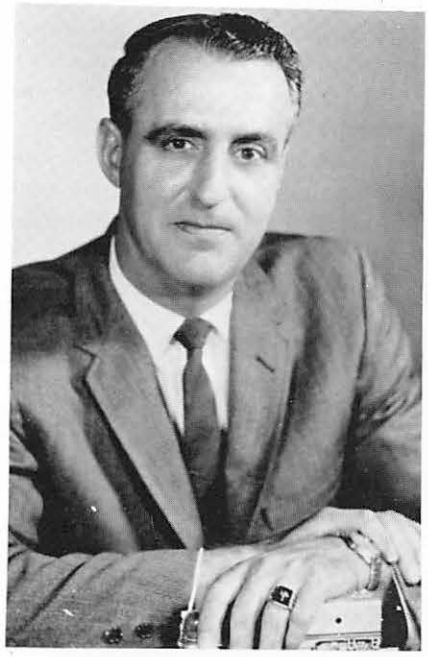


North Western and Rock Island delegates at the Quebec convention of the Signalmen included, top row (left to right): H. DePaepe, local 130, C&NW; C. W. Peet, local 183, Chicago, Rock Island & Pacific; and R. D. Howard, local 23, CRI&P. Second row (left to right) are: A. E. Nenn, local 9, and general secretary, C&NW-CRI&P; J. D. Boots, local 23, CRI&P; B. J. Bruhling, local 168, C&NW; and P. R. Singletary, local 39, C&NW. Third row (left to right) are: G. G. Ruhl, local 78, CRI&P; K. W. Van De-Walker, local 98, C&NW; and V. D. Unger, local 108, and vice general chairman, C&NW-CRI&P. Bottom or front row, standing (left to right) are: M. W. Kiser, local 17, CRI&P; B. S. Williams, local 43, C&NW; H. S. Gerth, general chairman, C&NW-CRI&P; and T. G. Grace, local 98, C&NW.

Southern Railway delegates to the BofRS Quebec convention in August, 1976 are shown here. Standing, left to right, are: E. J. Talley, local 49; F. A. Downs, CofG, local 11; P. D. Yelton, 110; T. E. Early, 49; and K. E. Riner, 110. Seated, left to right, are: C. R. Vaught, general chairman; J. V. Hester, 49; and C. E. Yelton, general secretary.

Personal Aids and News

Railroad Retirement Board news from R. T. Bates, secretary-treasurer, BofRS



Many of the questions asked of the U.S. Railroad Retirement Board at the beginning of the new year center on taxes, Medicare and earnings limitations. The following is intended to answer some of the most frequently asked questions.

(1) Are railroad retirement and survivor benefits subject to income taxes?

Regular railroad retirement and survivor annuities and lump-sum benefits are not subject to Federal or State income taxes and should not be listed on your tax return. On the other hand, supplemental employee annuities paid under the Railroad Retirement Act must be included along with other taxable income on your Federal income tax return. The Board will send annuitants a form early in 1977 that shows the total amount of supplemental annuity payments received in 1976. However, while supplemental annuities are subject to Federal taxes, they are, in the opinion of the Board's legal bureau, considered to be exempt from State income taxes.

(2) Are either unemployment or sickness benefits paid by the Railroad Retirement Board taxable?

No.

(3) In addition to my full-time railroad job, I had a part-time non-railroad job in 1976. Both employers deducted retirement taxes and I think that too much retirement tax was withheld. Can I get a refund or credit?

If you worked for a railroad and a social security covered employer and your total earnings exceeded $15,300 in 1976, excess retirement taxes should have been withheld from your wages. You should claim a withholding tax credit when you file your Federal income tax return (U.S. Individual Income Tax Form 1040, under Excess F.I.C.A. Tax Withheld). This does not require an itemization of deductions.

(4) I had some doctor bills in 1976 and have not filed Medicare claims yet. Is there a time limit on filing Medicare claims?

For medical services received between October 1, 1975 and September 30, 1976, your Medicare claims must be submitted by December 31, 1977. You have until December 31, 1978 to file Medicare claims for medical services received between October 1, 1976 and September 30, 1977.

(5) I am receiving a railroad retirement annuity and will reach age 65 in 1977. How do I file for Medicare?

Enrollment for both Medicare hospital and medical coverage is automatic at age 65 for annuitants on the Board's rolls. Employees who have not retired by age 65 must file applications to get coverage. Medicare applications should be filed at a field office of the Board during the three months prior to the month of their 65th birthday. This will give them immediate coverage at age 65.

(6) When I was 65 I declined the optional supplementary medical (doctor bill) coverage of Medicare. Can I apply for this coverage now?

Yes, individuals who declined or withdrew from medical insurance coverage or who were not enrolled at age 65 may still get this coverage. If they apply for medical insurance coverage during the first three months of 1977, their coverage is effective July 1, 1977. But, if they apply for coverage between April and December 1977, coverage is not effective until July 1978.

(7) Will the Medicare medical insurance premiums increase in 1977?

The current basic medical insurance premiums of $7.20 a month increases to $7.70 a month effective July 1977. Also, the Medicare hospital insurance deductible increases in January 1977. Beneficiaries are required to pay the first $124 of hospital bills in 1977, $20 more than the 1976 charge of $104.

(8) Do the earnings limitations that some annuitants are subject to increase in 1977?

Yes. In 1976, earnings above $2,760 in the year could reduce certain railroad retirement benefits by $1 for every $2 earned over $2,760, but benefits were not reduced for any month in which earnings were $230 or less. In 1977, earnings in excess of

$3,000 may effect a reduction of $1 for every $2 earned over $3,000, but benefits will not be reduced for any month in which earnings are $250 or less. The special earnings limits for disabled annuitants have not changed.

(9) Who is subject to these earnings limitations in 1977?

These earnings limitations apply to almost all survivor annuitants. They also apply to some retired employees and their wives, generally to those who are also qualified for social security benefits. Most of those retired employees and wives who are subject to the earnings limitations have been notified by the Board as to how earnings will affect their annuities.

In addition to these earnings limitations, the annuity of any beneficiary is not payable for any month in which the beneficiary works for a railroad, and retired employees and their wives may not return to work for their last pre-retirement nonrailroad employer.

(10) My railroad retirement annuity check was stolen from my mailbox last month. Is there any way I can avoid this in the future?

Yes. You can have your annuity checks deposited directly into your savings or checking account at a bank, savings and loan association, Federal or State chartered credit union or a similar organization. When you get your next check from the Board, bring that check to the financial organization where you have your savings or checking account and request direct deposit of your check into your account.

After you apply, it generally takes the Board 60 to 90 days to make the changes necessary for direct deposit. In the meantime, you would continue to receive your checks at your usual mailing address. After direct deposit begins, you will still receive any letters or notices from the Board at your home or mailing address. Therefore, even under direct deposit, you should notify the Board of any change in your home or mailing address.

Sickness Benefits

Qualified railroad workers who are unable to work because of an illness or injury are eligible for cash benefits under the Railroad Unemployment Insurance Act. Sickness benefits are also payable to a woman employee who is unable to work because of pregnancy, miscarriage or childbirth.

Since prompt payment is important, the U.S. Railroad Retirement Board recently developed a new application form and revised its procedures to speed the payment of initial benefit checks.

The following questions and answers illustrate the steps employees can take to assure prompt payment when they apply for railroad sickness benefits.

(1) How do I go about applying for sickness benefits from the Railroad Retirement Board?

An application for sickness benefits (Forms SI-1a & b) can be obtained from a railroad employer, a railroad labor organization, or any Board office. An application must be submitted at the beginning of each sickness.

The Board suggests that you obtain a new orange-colored sickness application form (the old sickness application forms are green) to keep on hand for use in claiming sickness benefits. Your family should know where the form is kept and how to use it on your behalf, if necessary. Also, it is a good idea to keep your latest Form BA-6, Certificate of Service Months and Compensation, with the application. Your BA-6 form shows your social security number and includes instructions on how to claim benefits.

If you become unable to work because you are sick or injured, complete the application within 7 days, have your doctor complete his part of the form and mail both sections of the form directly to the Bureau of Unemployment and Sickness Insurance, U.S. Railroad Retirement Board, 844 North Rush Street, Chicago, Illinois 60611. Enclose the right-hand portion of your BA-6 form, but do not delay sending your application if you cannot locate your BA-6 form.

(2) How does the new sickness application form help to speed up the initial sickness benefit check?

Following the processing of an application establishing entitlement, benefits are paid on the basis of biweekly claims. Previously, railroad workers who filed sickness benefit applications had to complete and return the first claim form sent to them after their application was proc-

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Name _____

Street or Box No. _____ **Apt. No.** _____

City _____ **State** _____ **Zip** _____

Lodge No. _____ **Certificate No.** _____

essed before the initial benefit check could be issued. Since the new application form provides information sufficient to establish the first claim, payment can begin as soon as the application is processed.

(3) I have an old (green) sickness application form at home. Should I obtain a new (orange) one to have on hand?

Use of the new application forms will help the Board to issue your first benefit check faster, if you become sick or are injured. But, the old form will still, of course, be honored.

(4) What is the time limit on filing a sickness application?

An application should be mailed after you have been sick for 7 days. If you are too sick to complete the application, have someone else do this for you. If the application is not filed on time, there may be a delay in the payment of benefits to you, or you may lose benefits if you cannot give an acceptable explanation for the delay in filing the application forms.

(5) How much can I get in sickness benefits?

It depends on the individual's daily benefit rate. An employee's daily benefit rate is 60% of his last daily rate of pay in the qualifying base year, but the maximum benefit rate is set at $25 and the minimum rate is $12.70. Benefits can be paid for no more than 10 days in a two-week registration period so the maximum amount of benefits is $250 for a two-week period. (See question 7 for length of payments.)

(6) Does a person have to be sick for a certain number of days before he can receive benefits?

Sickness benefits are payable for all days of sickness after the fourth consecutive day of sickness in an initial 14-day registration period. For subsequent 14-day claim periods in the same period of continuing sickness, payments are made for all days over four, whether or not consecutive. In the case of a new illness, however, the requirement for four consecutive days of illness would generally apply.

(7) How long are sickness benefits payable?

If you are unable to work because of an illness or injury, normal benefits are payable for up to 26 intermittent or consecutive weeks in a benefit year. Extended benefits can be paid for an additional 13 consecutive weeks of sickness if you have 10 to 14 years of service, or for an additional 26 consecutive weeks if you have 15 or more years of service. To be eligible for extended sickness benefits, you must be under age 65 and you must not have voluntarily retired.

(8) What are the eligibility requirements for sickness benefits?

A new benefit year for sickness benefits begins every July 1. To qualify in a benefit year, you must have earned at least $1,000 in railroad work in the preceding calendar year (the base year), counting no more than $400 in any month. If you first began railroad work in the base year, you must have at least 5 months of service in that year to qualify.

Your railroad service and earnings in calendar year 1975 determine your eligibility for benefits in the current benefit year which began on July 1, 1976. However, some employees with 10 years of service may currently be eligible for sickness benefits even if they did not earn $1,000 in 1975. If certain conditions are met, 10-year employees can qualify on the basis of 1976 earnings, or if they received normal benefits in the previous benefit year, extended benefits may be payable on the basis of 1974 earnings.

(9) I took my vacation pay while I was in the hospital for an operation. Can I also receive sickness benefits?

Sickness benefits are not payable for days for which an employee receives wages, pay for vacation, pay while sick or pay for time lost.

(10) Will payments received under one of the negotiated supplemental sickness benefit plans prevent payment of sickness benefits from the Railroad Retirement Board?

No, also, payments from your own health or accident insurance policy, an employer relief department or a group insurance policy will not affect your entitlement to sickness benefits.

(11) I have just applied for sickness benefits because of a work injury, but I expect to receive a cash settlement because of the injury. Can I receive sickness benefits while I am waiting for the settlement?

Yes, but if you receive railroad sickness benefits for an injury or illness for which you also recover damages, the Board is entitled to reimbursement of either the amount of the benefits paid for the injury or illness, or the net amount of the recovery or settlement after deducting your medical, hospital, and legal expenses, whichever is less.

Living costs will rise

By Sidney Margolius

What can you expect in living costs and conditions for 1977? We figure you had better prepare for another year of persistent inflation, although not as severe as in 1973-74. A year ago we forecast that living costs would rise 5 to 6% in 1976. The actual increase in the 12 months ending in October was 5.3%.

For 1977 we estimate that living costs will rise on average another 5-6%. While not as sharp as the recent double-digit inflation, a persistent 6% inflation

can do serious damage to both young families and older workers looking forward to retirement.

For example, the average worker with three dependents by October, 1975, had spendable weekly earnings (after taxes) of $151.85. In terms of 1967 buying power, this was worth $92.25 in real wages.

This loss was serious enough compared with the average $69.64 in buying power in 1972 before the inflation gathered strength. But this year real wages have dropped again. Despite an increase to $159.22 in current spendable earnings, that average after-tax pay now is worth only $91.88 in 1967 dollars.

A persistent 6% inflation is equally severe on older people. Take a moderate retirement budget for a couple recently estimated to cost about $7,000 on a national average. At a 6% rate, in five years that same modest standard will cost $9,400; in 10 years, $12,500.

Actually the persistent and sizable inflation has resulted in a massive transfer of money from consumers and wage-earners to corporate profits. A Wall Street Journal survey found corporate earnings by mid-1976 running 33% ahead of the year before with some large companies such as General Motors reporting record earnings, and many of the oil companies reporting additional increases of 23 to 40% on top of last year's large increases.

Knowing what to expect can help you adjust your own buying and money management to defend your family at least to some extent against the inroads of further inflation.

The major cost of living problems we will need to deal with in 1977 are:

—A wave of inflation in energy costs, with even higher heating and utility bills, and gasoline costs, especially if the present Administration succeeds in its plan to de-control gasoline prices before leaving office on January 20. Withdrawn by Carter.

—High housing costs, with the average new house now at $51,000 and older houses averaging $39,000, thus effectively pricing the many young people born after World War II out of the market for single-family homes;

—A resurgence of higher food prices, especially in the second half of the year as meat prices rise after the recent temporary heavy supplies and lower prices;

—The persistent increase in medical costs; up 9% again in 1976 for a total increase of 90% in the past 10 years.

How are other families adjusting to inflation? Some revealing shifts in buying habits have taken place.

EATING LESS: They're serving small portions and controlling kitchen waste. Earlier this year the U.S. Department of Agriculture estimated that food consumption per capita was the lowest in seven years.

Mostly consumers have cut down on animal-related foods, especially of meat, but also of poultry, egg and animal fats. Actually we consumed a little more beef in 1976 but less pork. But this trend will change in 1977 because pork is now cheaper while beef will cost more.

We're eating more cheese and fresh fruits and vegetables and drinking more milk. So the buying shifts, even if cost-induced, seem to be nutritionally beneficial.

Use of sugar and coffee also have been reduced. Coffee has gone up from $1.38 a pound can in 1975, to $2.47 by the end of 1976, with further increases in sight for 1977.

CHEAPER PRODUCE: Consumers also are more carefully comparing fresh, canned and frozen versions of the same produce, and also more often buying direct from farmers. While government reports show the largest increases in purchases are in fresh fruits and vegetables, people also are buying more canned vegetables. In frozen produce, consumers are buying more of the simpler versions: for example, the plain peas rather than the pre-buttered.

BULK BUYING: People also are using more of the larger sizes and bulk. While cutting down on coffee, they're not only using more tea but buying tea bags in the 48 and even 100-count boxes.

With home bread baking increasing, stores report more sales of 25-pound bags of flour. Families also are buying more institutional sizes of staples such as gallon cans of vegetable oil, 40-ounce jars of peanut butter, etc., at savings often of 15-20%.

COOKING FROM SCRATCH: In general, with a few exceptions such as frozen pizzas, consumers are doing more of their own cooking. Perhaps most significant is increased buying of ingredients for baked goods—flour, dry yeast, etc. The trend to home baking has reduced purchases not only of fresh baked goods, frozen cakes and package cookies, but even of higher-price mixes, trade sources report. Apparently people who usually bought fresh baked goods have turned to mixes, and users of mixes, to baking from scratch.

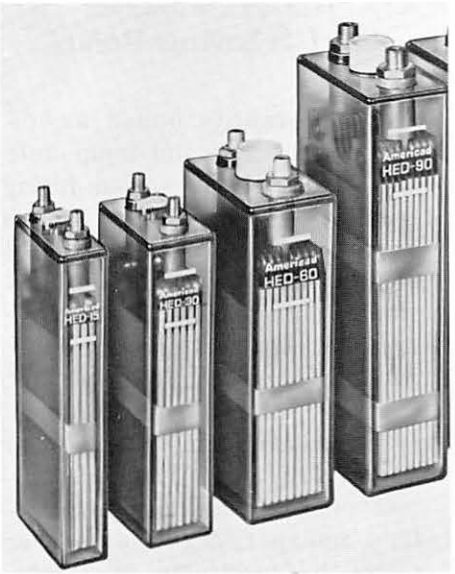
Other convenience foods such as "hamburger helpers" have been affected. There are fewer brands in the stores and less interest in these new ways to pay more for dried noodles and potatoes. But sales of the cheaper convenience foods such as canned beans and soups have remained high.

Even dogs are adjusting; eating more of the cheaper dry foods instead of the gourmet pet foods heavily promoted in recent years on TV.

HOUSEHOLD PRODUCTS: One of the most revealing trends is the fall-off in sales of higher-priced cleaning products, as reported by one of the largest manufacturers. Consumers are turning to the lower-price house brands or simply using the traditional basic ingredients such as ammonia itself.

You can always judge the character of a man by how he treats those who can do nothing for him.

Product News



Nickel cadmium batteries have high rate discharge

A new line of pocket plate nickel-cadmium storage batteries, type HED, is designed for high rate discharge services. Known as Americad, a full range of sizes is available, with capacities from 10 to 180 ampere-hours. Transparent cases and covers, molded from a rugged, high impact resistant plastic, are used.

For more information write to Edison Battery Division, McGraw-Edison Company, P. O. Box 28, Bloomfield, NJ 07003.

Meter can check on track circuit quality

Ballast resistance and track uniformity are easily determined with the new GRS track quality meter and associated current probe. The meter is housed in a sturdy Fiberglas carrying case complete with track leads and rail clamps, accessory current probe for measuring the relative values of rail current, and a calibration graph for translating the meter readings into ballast resistance. In most cases, the meter can be used without removing power from existing equipment connected to the track.

Ballast resistance is measured at several points (about every 500 feet) along the track to provide an average reading. Simply clamp the track leads across the rails, move the Mode switch to Normal, hold the Power switch in Momentary, and adjust the Balance control to the point where the High and Low lights just change status. Translate the Balance control digital reading into ballast resistance by reference to the calibration graph.

Track current readings are taken on both sides of the track lead connections to the track quality meter by using the current probe. Simply move the meter Power switch to Continuous and the Mode switch to Current, and hold the probe against the top of the rail. Press the Power button and position the probe on the rail for a peak reading. Adjust the sensitivity knob for a center scale reading on the probe meter. Readings taken on each side of the track connections should be the same, provided the track connections are not made in the vicinity of insulated joints. Also, other track circuit apparatus may affect the reading and, if so, must be disconnected. When measurements are made in the vicinity of an insulated joint, the current probe should not indicate any current on the joint side of the meter rail connections. The calibration graph includes a curve for this situation.

The track quality meter is a valuable tool for locating insulation breakdown in a switch layout. The meter is connected across the switch points and the current probe held against various portions of the trackwork and switch rods to isolate the leakage.

A periodic check of all track circuits under varying weather conditions, using the track quality meter, establishes a history of normal ballast resistance and track circuit uniformity—an invaluable aid should trouble occur.

For more information, write Dept. AD, General Railway Signal Co., P.O. Box 600, Rochester, NY 14602.

Marine Electric's hotbox detector, the HB-76, features modularity of design.

Marine Electric acquires hotbox detector system

Acquisition of the total heated bearing detector patents and product line of Electronic Specialists, Inc., Harrison, TN, has been completed by Marine Electric Corp. and assigned to the Marine Electric Railway Products Division, Inc.

The new HBD (TM), a totally modular heated bearing detector, is a redesigned, repackaged system capable of operation throughout the World. The equipment ranges from a low cost, trackside alarm system to a total safety station, including trackside alarm lights, recorder, display board for identification of faulty or suspect bearings, and telemetering equipment, The HBD works in conjunction with Marine Electric's dragging equipment detector,. sliding rock detector, and other safety equipments which can be entered into the HBD data transmission network to either a

trackside alarm or a central reporting point, or a combination of both.

Originally developed by Howell several years ago for use by a U.S. railroad, the original HBD has now been installed at more than 150 trackside reporting sites. A major feature of the new system, which has been named the model HB-76, is its extreme modularity. This permits vital existing trackside scanners to be replaced with the new Marine Electric product, yet retaining the original housing and data transmission packages. Another major feature is incorporated in the recorder and amplifier systems which incorporate linear compression of roller bearing temperatures, together with a direct recording of friction type bearing temperatures. The HB-76 principle of linear compression of reported data presents overheat conditions in both type bearings with such resolution that observer error is virtually eliminated. This feature, when used with alarm circuits, immediately alerts the observer or train crew to the fact that a particular car has a suspect bearing, and in normal configurations, immediately alerts the crew to a dangerous operating condition on their train.

This same feature is available in both the retrofit kits which have been designed to accommodate all standard hot box detector systems manufactured in the United States, as well as in the standard, stand-alone complete HB-76 configuration.

For more information write Dept. TSJ, Marine Electric Railway Products Division, Inc., 1629 K Street, N.W., Washington, DC 20006.

Low-noise retarder shoe is now available

A low-noise producing type retarder shoe for installation at inside shoe locations can be applied to GRS and US&S retarders in a standard manner using bolts or Huck fasteners. No modification is necessary for the installation. These retarder shoes are produced from special self-lubricating iron alloy and have a noise-dampening design.

The manufacturer states that the type RBS shoes will increase capacity of retarder systems from 8 to 10% over comparable steel shoes. Their noise reduction capability should reduce peak outdoor noise levels to 90-95db(A) or less at 50 ft. from the source. *For more information write to Q-IV, Inc., 300 United Bank Bldg., Chattanooga, TN 37402.*

Colorlight signal has modular design

A colorlight signal of modular design is available in cast aluminum. Weatherproof seals are provided with neoprene gaskets. An assembly of 1, 2 or more modules can be made as specified. Modules are security bolted together. Module lens and lamp bulb are prefocused and sealed during assembly, modules are also aligned at assembly, so that field sighting of a colorlight signal is easily accomplished. Mounting arrangements can be specified for top of mast, front or side of mast and for dwarf signal installations. Each module is equipped with a 10-volt, 18-watt bulb, unless otherwise specified. Colorlight signals CLS-10 may be obtained by specifying color indications, lens desired, mountings and either plastic, steel or aluminum visors and backgrounds. *For more information write Sales & Service Dept., Safetran Systems Corp., 7721 National Turnpike, Louisville, KY 40214.*

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People

EDISON BATTERY DIVISION, McGRAW-EDISON COMPANY: **Daniel E. Steele,** U.S. Navy Signal Corps electronic technician, has been appointed service engineer with headquarters at Bloomfield, N.J.

SAFETRAN SYSTEMS CORP: **James R. Batema,** sales and service engineer at Cucamonga, CA transferred to new headquarters at Roanoke, VA. **James E. Nation** appointed sales and service engineer with headquarters at Jacksonville, FL.

UNION SWITCH & SIGNAL DIVISION - WABCO: **Ronald W. Snee** appointed account representative at Omaha, NE where he will be responsible for sales to Union Pacific.

WESTERN CULLEN DIVISION, FEDERAL SIGNAL CORP.: **Richard H. Valore** has been elected corporate vice president as well as president and general manager of Western Cullen Division. He succeeds **Richard L. Tannehill,** who resigned. Mr. Valore was formerly vice president of manufacturing for General Railway Signal Co.

Daniel E. Steele
Edison

Ronald W. Snee
US&S

Obituaries

M. J. Barber, retired signal maintainer for the Baltimore & Ohio at Washington Court House, OH, died recently. Brother Barber was very active in Brotherhood affairs and had served as chief signalman and as trustee for Winton Lodge No. 94. He had completed 46 years service when he retired in 1974.

F. T. Kelly, retired signal maintainer for the Southern Pacific at San Leandro, CA, died recently. Brother Kelly was a member of Oakland Lodge No. 92.

Daniel Veilleux, 47, signalman for the Boston & Maine at Manchester, NH, died July 18, 1976 following a sudden illness. Brother Veilleux was a member of Bay State Lodge No. 120. He was a member of the National Guard, the Manchester Lodge of Elks and was a former member of the Dover Lodge of Elks, 184. The family includes two sons, Daniel A. Veilleux, Jr. of Melbourne, FL and Brian Veilleux of Titusville, FL; a daughter, Mrs. Gary Vineyard of Titusville; his parents, Mr. and Mrs. Oliver Veilleux of Zephyrhills, FL; a brother, Oliver P. Veilleux of Dover; nieces and nephews.

Roland T. Talton, retired communications & signal inspector for the former Pennsylvania at Pocomoke City, MD, died recently. Brother Talton, a member of Wilmington Lodge No. 48, completed 50 years service when he retired in 1967.

T. M. Boyd, retired signal maintainer for the Indianapolis Union at Indianapolis, IN, died recently. Brother Boyd had completed 50 years service when he retired in 1959. He had been active in Brotherhood affairs, having served as local chairman of Lodge 218.

A. A. Bahr, retired signal maintainer for the Chicago & North Western at Oshkosh, WI, died recently. Brother Bahr had completed 43 years service when he retired in 1970. He was active in J. C. Gerke Lodge No. 9 and had served as recording secretary.

E. L. Gathman, retired signal maintainer for the former Great Northern at Lakota, ND, died recently. Brother Gathman had been a member of Great Northern Lodge No. 154 and had completed 44 years service when he retired in 1958.

John Sousa, retired signal helper on the former New York, New Haven & Hartford at Providence, RI, died recently. Brother Sousa had been a member of Pioneer Lodge No. 5 and he had completed 28 years service when he retired from the Penn Central in 1972.

Joseph E. Stocker, retired leading signal maintainer for the Santa Fe at Los Angeles, CA, died recently. Brother Stocker had been a member of Mission Lodge 156 and had completed 28 years service when he retired in 1964.

Holdo I. Riggins, retired signal maintainer on the Norfolk & Western at Logansport, IN, died June 2, 1976. Brother Riggins was a member of Wabash Lodge No. 55 and retired in 1966 after completing 43 years service with the railroad. He had served as chief signalman for his local. He is survived by his wife, Betty.

L. F. Windham, retired signal maintainer on the Southern at Hattiesburg, MS, died recently. Brother Windham had completed 42 years service when he retired in 1969. He was a member of Miller-Griffith Lodge No. 49.

James F. Tuttle, retired signal maintainer on the former West Shore Division of the New York Central at Kingston, NY, died recently. Brother Tuttle was a member of Hudson River Lodge No. 22. He had completed 28 years service when he retired in 1970.

G. R. Webster, retired signal shop foreman for the former Chicago, Burlington & Quincy at Aurora, IL, has died. Brother Webster had completed 50 years service when he retired in 1968. He was very active in Aurora-Galesburg Lodge No. 103 and had served as recording and financial secretary for 28 years. He is survived by his wife, Viola.

T. W. Ivie, retired relay testman for the former Nashville, Chattanooga & St. Louis, now part of the Louisville & Nashville, at Doraville, GA, has died. Brother Ivie, a member of Nashville Lodge No. 67, had completed 36 years of service when he retired in 1961.

R. R. Belcher, retired signal maintainer at Allenby, IL, on the former Illinois Central, died July 8, 1976. Brother Belcher completed 31 years service when he retired in 1970. He had served as local chairman for Cairo Lodge No. 51.

Harry Auen, retired signal maintainer on the Paducah & Illinois, a subsidiary of the Illinois Central Gulf at Paducah, KY, died. Brother Auen completed 34 years service when he retired in 1962. He was a member of Kentucky Lodge No. 46.

Enoch C. Carlson, retired signal inspector at Erie, PA, for the former New York Central, died June 3, 1976. Brother Carlson had completed over 45 years service when he retired in 1965. He had been a member of Steadfast Lodge No. 35 and Lodge No. 212, which included the former New York Central, Lines West fore-

men and inspectors. Brother Carlson had been active in Brotherhood affairs and had served as recording and financial secretary, local chairman and on the grievance committee.

Preston C. Cray, retired leading signal maintainer for the former New York Central at Little Falls, NY, has died. Brother Cray, a member of the U.T.K. Lodge No. 86, had completed 42 years service when he retired in 1967.

R. J. Glasson, retired signal maintainer for the former Pennsylvania at Indianapolis, IN, has died. Brother Glasson, who retired in 1973, was a member of O'Leary Lodge No. 95.

A. Demortski, retired signal maintainer for the former New York Central at Indiana Harbor, IN, has died. Brother Demortski had completed 36 years service when he retired in 1957. He was a member of Lodge No. 38.

A. C. Ogden, retired signal maintainer for the Union Pacific at Hooper Junction, WA, died recently. Brother Ogden, a member of Portland Lodge No. 155, had completed 42 years of service when he retired in 1958.

K. D. Heffner, retired signal maintainer for the former Pennsylvania at Collinsville, IL, and a member of Terre Haute Lodge No. 142, died recently.

Arthur Roberts, retired signal testman for the Chicago & North Western at Adams, WI, died recently. Brother Roberts retired in 1961 after completing 43 years service with the C&NW. At one time he held the position of leading signalman and he had served as local chairman for Madison Lodge No. 39.

P. J. McGough, retired communication & signal maintainer test for the former Pennsylvania at Cresson, PA, died recently. Brother McGough had completed 47 years service when he retired in 1960. He was a member of Greensburg Lodge No. 62.

Garland W. Hilderbrandt, 69, retired signalman of the Chesapeake & Ohio, died July 30 at his home at Valley View, KY. Brother Hilderbrandt was a member of Gateway Lodge No. 135. He had been employed with the railroad for 44 years upon his retirement. He was a member of the Church of Christ and also St. Mary's Lodge, F&AM in Concord. Surviving are: his wife, Mrs. Hazel Eads Hilderbrandt; a son, Donald of Columbus; one daughter, Mrs. William A. Dearing; two grandchildren and two sisters.

Clifford F. Sanders, retired member of Local 72, Missouri Pacific, passed away February 29, 1976. Brother Sanders had completed 36 years service with the MP when he retired July 1964. At the time of his retirement he was employed as a signal maintainer at Tribune, KS. The officers and members of Local 72 extend their deepest sympathy to the surviving members of his family.

E. M. Herkloz, retired communication & signal testman for the former Pennsylvania at Newark, NJ, died August 5, 1976. Brother Herkloz had completed 46 years service when he retired in January 1967. He had always been active in Brotherhood work and had served as chief signalman for Trenton Lodge No. 102.

Ernest Pickel, 63, signal maintainer on the Erie Lackawanna at Mine Hill, NJ, died March 9, 1976. He had been employed by the railroad for 27 years. Brother Pickel was a member of Two Rivers Lodge 88. He is survived by a daughter, Eloise; two brothers, Christy and George; two sisters, Elizabeth and Mrs. Stella Ayasse and a grandson.

C. L. Jones, retired signal maintainer at Salem, IL for the Chicago & Eastern Illinois, has died. Brother Jones was a member of Lodge No. 174 and he had completed 46 years service when he retired in 1961.

William S. Bell, retired signalman from the former Erie at Harriman, NY, has died. Brother Bell retired in 1967 and was a member of former Lodge No. 45.

Lonnie William Culpepper, retired signal maintainer for the Southern at Hickory, NC, has died. Brother Culpepper was a member of Walters Lodge No. 110. He had completed 53 years service with the railway when he retired in 1965. He is survived by his wife, Elsie; three daughters, three sisters, a brother, eight grandchildren and one great-grandchild.

James Millspaugh, retired signal maintainer for the Louisville & Nashville at Mt. Vernon, IL, has died. Brother Millspaugh was a member of Nashville Lodge No. 71. When he retired in 1965 he had completed 42 years service with the railway.

Milo Nesetril, retired signal maintainer for the Chicago & North Western at Cedar Rapids, IA, has died. Brother Nesetril had completed 46 years of service with the railway when he retired in 1964. He was a member of Lodge No. 43.

O. W. Pfaff, retired signalman for the Southern Pacific at Houston, TX, died March 4, 1976. Brother Pfaff had completed 38 years service when he retired in 1975 and was a member of Gulf Coast Lodge No. 99.

Harry Laurinat, retired signal maintainer for the former Pennsylvania at Terre Haute, IN, has died. Brother Laurinat retired in 1968 and was a member of Terre Haute Lodge No. 142.

News Cont'd.

and other agencies. But you'd have to pay several times more if you bought the hundreds of pamphlets this almanac has abstracted.

If you can't find the book in local book stores, it can be ordered from the publisher: Consumer News Inc., 813 National Press Building, Washington, D.C. 20045.

Grand Trunk installs hotbox detectors

With the installation of two hotbox detectors near Cassopolis, MI, the Grand Trunk Western now has a total of 26 detectors operating at nine locations. They are located at Ainsworth and Wellsboro, IN and near Waterford, Gaines, Haslett, Capac, Davison, Battle Creek and Cassopolis, MI. "Nearly $1.5 million has been spent on the detector network," reports William Glavin, general manager. When a hotbox is detected, the train crew is alerted by a trackside display board that indicates the location of the overheated journal.

Wrong Line-up

In the December 1976 issue, a picture and caption were not matched. Here is the correct arrangement. Sorry!

C.J. Chamberlain, BofRS president (left); J. W. Walsh (center), BofRS vice president; are in conversation with R. D. Liggett, chief engineer communications and signals, Seaboard Coast Line.

C. J. Chamberlain (left) BofRS president chats with R. T. Bates, secretary-treasurer (center) and D. W. Bennett, FRA associate administrator for safety, at Toronto AAR C&S Section meeting.

Planning retirement? Get special Amtrak pass

If you are planning retirement and hold an Amtrak Rail Travel Privilege Card (white card) you should apply for a retiree pass (blue card) immediately upon retirement. Contact your home railroad for NRPC Form 90, "Application for Free or Reduced-Rate Transportation Privileges." This form must be completed and forwarded to your railroad for certification.

If you do not follow these instructions, it is likely that your atcive employee pass will be considered invalid when presented to ticket offices for use.

Once you have been issued a retiree pass, you will receive a "reminder to renew" notice with application enclosed from Amtrak approximately two months prior to expiration of your current card.

Union Label Pledge

I am a union worker. I pledge to help my fellow brothers and sisters by buying the union products they make and using the union services they offer. I know that I enjoy many good things today because of the devotion and sacrifice of trade unionists before me who fought to win a better life for all working people.

As a trade unionist, I refuse to reward those who oppose my goals and my way of life, and who seek to deny working people the rights they have won. I will not permit my union-earned dollars to profit those who refuse to allow their employees the right to the collective bargaining process, or to permit them to have a strong voice in determining their own futures.

I pledge to buy only those goods in the marketplace made in this country by my fellow workers, and to avoid the imported products of those who export production, technology and jobs to low-grade countries, thus destroying jobs and undermining the economy of their own country.

I pledge to look for the Union Label, Shop Card, Store Card and Service Button on all goods and services I use. By doing so, I help strengthen the security of those men and women who believe as I do in the goals of the free labor movement.

I demonstrate my unity with my labor brothers and sisters by observing a simple principle, the Union Label "Golden Rule:" "BUY UNION PRODUCTS AND USE UNION SERVICES AS YOU WOULD HAVE UNION WAGES PAID UNTO YOU."

Washington Report by Michael Marsh

An upbeat view is being aired here about the prospects for federally-aided programs to give America better rail service. Partly the optimism comes from executives of the two biggest operations already in place—Amtrak and Conrail.

Partly the outlook derives from Jimmy Carter taking over the Presidency from Gerald Ford. Ford's Department of Transportation, under Secretary William Coleman, Jr., acted as a brake on action programs and, at times, seemed determined to snatch

work away from union railroaders.

Carter during his Presidential campaign made statements indicating an awareness of the urgent need to rehabilitate the railroads. Among other things, he said:

"The problem of transportation services to communities that are to be left without rail service under Conrail makes evident that the problem of railroad reorganization cannot be analyzed in a vacuum but must be treated as one part of a larger transportation problem.

"We need a national comprehensive transportation policy and it is obvious that the savings in fuel, operating, and pollution costs from intensive use of railroads should provide them with a competitive advantage over other forms of transportation..."

Carter also stated: "The task of rebuilding the existing transportation system is so massive, so important and so urgent that private investment will have to be supplemented with substantial direct public investment . . . We must substantially increase the amount of money available from the Highway Trust Fund for public mass transportation, study the feasibility of creating a total transportation fund for all modes of transportation."

September 1976 issues of TSJ wanted

The editor of The Signalman's Journal would like to obtain a few copies of the September 1976 issue which contained the report on the 40th Regular Convention of the Brotherhood of Railroad Signalmen. If anyone can part with this issue, please send it to the editor and in return the donor will receive a free BofRS lapel pin. Please send copies to Editor, The Signalman's Journal, 601 West Golf Road, Mt. Prospect, IL 60056.

Railway Age magazines wanted by editor

Issues of Railway Age magazine 1958 through 1967 are desired. Please write stating the asking price and the issues available. Complete issues are wanted either as individual copies or in bound volumes. Write before shipping, to Editor, The Signalman's Journal, 601 West Golf Road, Mt. Prospect, IL 60056.

Safety complainant gets 2 years' back pay

In the first decision of its kind in the country, more than two years' back pay has been awarded to a former employee of the Delaware-based Trumbull Asphalt Company, who was found to have been fired for his role in filing a job safety complaint.

The order (filed in St. Louis, Nov. 2), signed by U.S. District Judge H. Kenneth Wangelin, concludes a U.S. Labor Department suit filed last year in behalf of Jerold Lee Miller, former general foreman of a Trumbull plant at 115 Brown Rd., Hazelwood, Mo.

According to the court's findings of fact, Miller was "substantially involved with the preparation of" a complaint filed with the Department's Occupational Safety and Health Administration (OSHA) in October, 1974.

The Occupational Safety and Health Act of 1970 prohibits firing or otherwise discriminating against employees who complain to OSHA about job safety and health conditions. Several Trumbull employees were discharged after their safety complaint was filed and, following hearings before the National Labor Relations Board, all but Miller were reinstated. The board's regulations do not cover Miller because of his supervisory status, so he took his case to OSHA. The result was the litigation just concluded by Judge Wangelin's order.

Pellow elected assistant general chairman, CP Rail

Brother R. A. Pellow, local chaiman, Algoma Lodge 189, has been elected assistant general chairman, CP Rail, Eastern and Atlantic regions, succeeding G. W. Orton, resigned.

Noon day meal allowance is increased for CN signalmen

Effective December 1, 1976, the noon-day meal allowance, paid under Clause 8.4 of Agreement 11.1 between the Brotherhood of Railroad Signalmen and the Canadian National Railways will be increased to $3.25 per day.

Four regional meetings scheduled for 1977

The Brotherhood of Railroad Signalmen is scheduling four regional meetings to be held in 1977. Tentative locations and dates are as follows:

—Toronto, Ontario, March 12 at Royal York Hotel.

—Chicago, Illinois, April 30 at Pick Congress Hotel.

—Los Angeles, California, May 14, at Hilton Hotel.

—Pittsburgh, Pennsylvania September 17 (site to be named later).

Also scheduled this year, is a training seminar titled "The General Chairman and His Work" that will be held for general committee officers. Also attending will be Grand Lodge officers. The seminar will be held March 27 through April 1, 1977 at the George Meany Center for Labor Studies in Silver Spring, MD. For more information, write to M. B. Frye, vice president, BofRS, 601 West Golf Road, Mt. Prospect, IL 60056.

NEWS from CANADA

CLC issues Labour's Manifesto for Canada

This is the text of the discussion paper presented July 12, 1976 by the Canadian Labour Congress to Prime Minister Pierre Trudeau and members of the Cabinet. This document was released by CLC President Joe Morris during a background briefing held Nov. 9 in Ottawa. At the briefing, Mr. Morris stressed that the document is a position paper submitted for discussion, not a formal proposal, and therefore subject to change.

TRI-PARTISM AND PARLIAMENT

The specific problem of devising a structure which respects the prerogative of Parliament and of responsible government while allowing for the participation of business and labour in the development and implementation of policy is relatively straightforward. What is required is legislation by Parliament which legally creates the tri-partite board or agency which we contemplate. The same piece of legislation would set out the policy area over which the tri-partite body would have jurisdiction through the terms of reference. The tri-partite body would also play an important part in the development of the regulations and future amendments to the legislation.

Such delegation of powers does no violation to our parliamentary form of government since the tri-partite body would be responsible through a Minister to Parliament.

Many established boards and agencies perform direct economic management functions—e.g. agricultural product marketing boards, National Energy Board—so that the principle and practice of such a delegation of authority is well established. Indeed, in the case of farm marketing boards we find a special interest group given a great deal of authority over its own particular product to the exclusion of representation of other interests. In our view, this bilateral (farmer-government) arrangement has led to an abuse of power contrary to the public interest. For this reason we are skeptical about bilateral arrangements. Furthermore, the Congress does not believe that national planning can be effective or satisfactory from the viewpoint of any party or group if it is done bilaterally.

At the top level there should be a body charged with the overall responsibility for all the activities of the subordinate boards or agencies which would need to be established. The top level could be called the Council for Social and Economic Planning.

At the secondary level would be the boards and agencies which would be responsible to the Council and which would be carrying out the administrative and planning functions over the areas for which the Council had responsibility as set out in the terms of reference. For example, one of these subordinate boards could be a labour market board which is discussed in more detail below.

Although extensive powers would have to be vested in the labour market board, these powers would not extend over the whole field of labour's interests. It is for this reason that the terms of reference should include wide powers over social policies which would also be vested in the council. As such, additional boards would need to be established to administer these programmes as well and which would also report through and be responsible to the Council.

AREAS OF CONCERN

Labour Market Board. Labour's highest priority is full employment. To this end there ought to be a Labour Market Board established by legislation with the necessary funding and delegated authority to oversee and administer the labour force on a national basis. This will pose constitutional problems which will have to be worked out with the provinces. The Board must have authority for —

(1) Forecasting both the short and long term changes which the labour market is undergoing on a local, regional and national basis;

(2) Training and retraining workers;

(3) Mobility grants to workers and their families;

(4) Closely regulating immigration to the economic absorptive capacity of the economy;

(5) Unemployment insurance

which will guarantee that unemployed workers are guaranteed insurance compensation.

In order to fulfill its role of administering, overseeing and pursuing a full-employment policy the Board must have the power and authority to channel investment funds, both public and private, or to hold back on proposed projects so that cyclical and regional unemployment can be evened out.

There are a number of possible mechanisms a Labour Market Board could use in order to regulate the timing and geographic location of investment.

One possible method of regulating investment flows would be to create a fund under the Labour Market Board which could be used directly to undertake investment. Money for the fund could come from a number of sources including general government revenues or the Canada Pension Plan and private pension funds to which Canadian workers contribute.

In addition to making direct investments from a fund, the Board could regulate investment flows through other means. It could, for instance, be given the authority to regulate the timing (and in some cases the location) of private and public investment projects. Project proposals could be forwarded to the Board which would then have the responsibility for either granting or withholding permission to go ahead with the project at a particular moment in time.

The object of the exercise would be to ensure that investment projects proceeded at a consistent rate rather than being bunched in limited time periods. Two further means of achieving this end are: 1) asking that the Board have a role in timing and letting of government contracts to purchase goods and services; and,

2) asking that the Board be allowed to control certain tax levers which are important to influencing private investment decisions.

It may be that control of investment decisions can best be handled at the plant or corporate level. As such, legislation requiring companies to divulge basic information on financing, their general economic position in the industry, production plans, products, technology and administration might suffice. Where there is a union this information would provide the means of guaranteeing through collective bargaining that the employees would have a say in company policy and decisions.

Another alternative would be to require corporations to make investment and policy decisions available to the tri-partite body which would have the power to require these corporations and their employees or their representative organizations to appear before it to explain what the impact is likely to be on the employees and the community. This would include decisions of multinationals to invest in foreign countries. The tri-partite body would be vested with the authority to delay the implementation of the decision or establish minimum or maximum requirements which must be met to protect the public interest.

MINIMUM CONDITIONS UNDER WHICH THE CLC WOULD ENTER INTO A TRI-PARTITE AGREEMENT

In addition to control over investments and labour market functions the proposed Council for Social and Economic Planning must have delegated powers to redress the present distribution of income in Canada. We require answers to such questions as:

—the relative shares of wages and profits;

—what is needed for investment as against what needs to be spent on consumer goods and services;

—to what extent can changes in collective bargaining achieve greater equity of wage incomes?

—to what extent must we rely on the taxation system?

—what is an "equitable" distribution?

The Congress does not expect answers to these questions before participating in any tripartite discussions but only that there be a "commitment by the government to redress this country's unacceptable record in redistributing income." No doubt this would be one of the major areas of policy discussion in a tri-partite body. However, it is clear that the achievement of an equitable distribution of income

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is not possible without planned incomes and that this would not be possible outside the context of general social and economic planning.

Income distribution implies not only the share of wages and salaries within the global amount of national income but also the ratio of direct and indirect individual incomes, the latter in the form of social security payments, and social and welfare policies.

The domain is a mixture of federal and provincial competency. Nevertheless, the Council for Social and Economic Planning would play a leading role by:

—previewing draft legislation;
—reviewing current practice;
—proposing improvements to law and practice;
—initiating new programmes and projects whenever and wherever desirable.

This role would consist both in standard-setting for legislative action and policy recommendations.

The area of concern would, among others, include old-age pensions, workmen's compensation, health and maternity, unemployment and other welfare benefits, family allowances, minimum wage, etc.

In the process of formulating these policies and recommendations, the Council would have to enjoy the right of research and inquiry. This function would be carried out by a staff to be recruited through a procedure to be established and financed within the global budget of the Council. It remains to be seen whether this could best be done through allocation and re-direction of the Council's staff in general, or through departmentalization and specialization. The Council would also be allowed to call upon paid or unpaid outside expertise from non-governmental circles whenever required.

It is clear that Canada does not have a national industrial strategy. One of the primary functions of the Council would be the development of such a strategy. Specific industries come immediately to mind such as energy, transportation, housing and food production where planned development is needed.

This in turn raises questions about whether planning takes place on an industry-wide basis. If so, what is the nature of coordination between industries? Does it include the phasing out of certain industries and expansion of others? If so, what happens to the community and the employees affected by phasing out or expansion?

These are only a few of the tough problems which must be solved and in which the Council must be directly involved.

As part of an incomes policy the Congress also recognizes that collective bargaining is an important element and it is prepared to work in this area as in the others. The Congress is not, however, prepared to subject wages to an incomes policy administered by the Council if investments and corporate profits are not similarly under the Council's purview.

Certainly, two major criteria present themselves as minimum conditions:

(1) the removal of the present wage controls;

(2) a commitment by the government to legislate a tri-partite structure vested with the above powers.

Our thanks to the Canadian Labour Congress for permission to reprint this Labour Manifesto in both English and French from its November 26, 1976 edition of Canadian Labour Comment.

Manifeste du Monde du Travail pour le Canada

Ce qui suit est le texte d'un document de base, présenté le 12 juillet 1976 par le Congrès du Travail du Canada au premier ministre Pierre Trudeau et à des membres de son Cabinet. Ce document a été rendu public le 9 novembre par M. Joe Morris, président du CTC, à l'occasion d'une conférence d'information. Lors de cette conférence, M. Morris a souligné qu'il s'agit d'un document destiné à servir de base aux discussions et non pas d'une proposition ferme, et qu'il peut par conséquent faire l'objet de modifications ultérieures.

TRIPARTISME ET PARLEMENT

Il est relativement simple de résoudre le problème qu'entraînerait la création d'une structure tripartite qui respecterait les prérogatives du Parlement et la formule du gouvernement responsable, tout en permettant au monde des affaires et au mouvement syndical de participer à la formulation et à la mise en

oeuvre des politiques. Ce qu'il faut, c'est que le Parlement adopte une loi qui créerait officiellement l'organisme tripartite que nous souhaitons, et en définirait le mandat et l'étendue de sa compétence. L'organisme tripartite aurait à jouer un rôle important dans la formulation du règlement de cette loi et des modifications à y apporter plus tard.

Une telle délégation de pouvoirs ne porterait nullement atteinte à notre forme parlementaire de gouvernement puisque l'organisme en question répondrait de ses actes devant le Parlement par l'entremise d'un ministre.

Bien des organismes paragouvernementaux exercent déjà des fonctions de gestion économique, par exemple les divers offices et commissions de commercialisation de produits agricoles, l'Office national de l'énergie, etc., ce qui signifie que le principe de la délégation d'autorité est bien établi dans le pratique. En vérité, par le biais des organismes de commercialisation, une catégorie de citoyens directement intéressés exerce des pouvoirs très étendus sur ses propres produits, à l'exclusion d'autres groupes intéressés. A notre avis, cette formule bilatérale (agriculteurs-gouvernement) a entraîné des abus de pouvoir contraires à l'intérêt public. D'où notre scepticisme à l'égard des formules bilatérales. De plus, le Congrés ne croit pas à l'efficacité d'une planification nationale uniquement bilatérale, car elle ne pourrait satisfaire aucune des parties en cause ni aucun autre groupe.

A l'échelon supérieur, il devrait exister un organisme responsable de toutes les activités des commissions ou offices qu'il faudrait créer. Ce serait le Conseil de planification économique et sociale.

Au second échelon se situeraient les commissions et offices relevant du Conseil et chargés d'en exécuter les fonctions administratives et de planification dans son champ de compétence. C'est à ce niveau que se situerait la Commission du marché du travail décrit plus loin.

Il faudrait doter la Commission du marché du travail de vastes pouvoirs, mais qui ne protégeraient pas tous les intérêts des travailleurs. C'est pourquoi le mandat du Conseil devrait également comporter des pouvoirs étendus en matière de politique sociale. D'autres commissions relevant du Conseil devraient donc être créées pour administrer les programmes en ce domaine.

DOMAINES DE PREOCCUPATION

La Commission du marché du travail. La priorité première du mouvement syndical, c'est le plein emploi. Pour atteindre celui-ci, il faudrait que le Parlement édicte une loi établissant une Commission du marché du travail, la dote des fonds nécessaires et d'une délégation de pouvoir lui accordant un droit de regard et de gestion sur les affaires de la main-d'oeuvre au niveau national. Les problèmes constitutionnels afférents seraient à résoudre avec les provinces. Le champ de compétence de la Commission devrait couvrir ce qui suit:

(1) Les prévisions à court et à long terme sur l'évolution du marché du travail aux niveaux local, régional et national;

(2) La formation professionnelle et le recyclage;

(3) Les subventions de mobilité aux travailleurs et à leurs familles;

(4) Les moyens d'équilibrer prudemment l'immigration selon la capacité d'absorption de l'économie;

(5) L'assurance-chômage et la garantie des prestations aux chômeurs.

Pour bien s'acquitter de son rôle d'administration, de surveillance et d'application d'une politique de plein emploi, la Commission doit avoir le pouvoir d'orienter les investissements publics et privés et de faire retarder des projets au besoin pour pallier le chômage cyclique ou régional.

Une Commission du marché du travail pourrait recourir à divers mécanismes pour régler la répartition géographique et chronologique des investissements.

Un de ces mécanismes consisterait à créer une caisse relevant de la Commission, où celle-ci pourrait puiser pour effectuer elle-même des investissements. Des fonds de diverses sources pourraient servir à la création de cette caisse, y compris les recettes générales du gouvernement, ou le Régime de pensions du Canada et les régimes de retraite privés auxquels les travailleurs canadiens contribuent.

En plus d'investir elle-même, la Commission pourrait orienter les investissements par d'autres moyens. Elle pourrait par exemple avoir le droit de décider du moment, et en certains cas, de l'endroit géographique aù seraient investis les fonds publics et privés. Les projets d'investissement seraient alors soumis à la Commission qui les approuverait ou en reporterait la date à plus tard.

Ces mesures auraient pour but d'assurer que les investissements projetés que s'effectuent à un rythme régulier plutôt que par à-coups. Deux autres moyens permettraient d'arriver à cette fin: (1) qu'il soit permis à la Commission d'avoir son mot à dire dans la détermination du moment et de la teneur des contrats gouvernementaux pour l'achat de biens et services; et (2) qu'il soit permis à la Commission de contrôler certains leviers fiscaux qui influent de façon importante sur les décisions relatives aux investissements privés.

Il peut être préférable de régler les investissements au niveau des usines ou des entreprises. Dans ce cas, il pourrait suffire d'adopter une loi exigeant des compagnies qu'elles rendent publics les renseignements fondamentaux concernant leur financement, leur situation économique dans l'industrie, leurs plans de production, leurs produits, leur technologie et

leur gestion. Aux endroits où il y a un syndicat, cette information fournirait le moyen de garantir, par le biais de la négociation collective, que les employés auront leur mot à dire sur les politiques et décisions de la compagnie.

Une autre option serait d'exiger que les entreprises soumettent leurs décisions en matière d'investissements et d'orientation à l'organisme tripartite, lequel aurait le pouvoir d'obliger ces compagnies, leurs employés ou leurs associations d'employés à comparaître devant elle et d'expliquer les répercussions possibles de ces décisions sur les employés et sur la collectivité. Nous visons également ici les décisions des multinationales sur leurs investissements à l'étranger. L'organisme tripartite aurait l'autorité voulue pour retarder la mise en oeuvre de des décisions ou d'établir des conditions minimales ou maximales à respecter afin de protéger l'intérêt public.

CONDITIONS MINIMALES A LA PARTICIPATION DU CTC

Outre ses pouvoirs sur les investissements et sur le marché du travail, le futur Conseil de planification économique et sociale devrait être doté du pouvoir de corriger la répartition actuelle des revenus au Canada. Nous voulons la réponse à des questions telles que les suivantes:

—quelle est la proportion comparée des salaires et des profits?

—quel est le rapport entre les investissements et les biens et services dont les consommateurs ont besoin?

—dans quelle mesure la négociation collective peut-elle réaliser une plus grande équité à l'égard des citoyens dont les revenus dépendent de leur salaire?

—dans quelle mesure doit-on recourir à la fiscalité?

—qu'est-ce qu'une répartition "équitable" du revenu?

Le Congrés n'espère pas obtenir une réponse à ces questions avant qu'il puisse participer à des pourparlers tripartites, mais il veut que "le gouvernement s'engage à corriger la structure inacceptable de la répartition des revenus au pays". Il est certain que ce sera un des points les plus importants à débattre par l'organisme tripartite que nous proposons. Il est également certain que cette répartition équitable est impossible sans planification des revenus, et que celle-ci est impossible hors du contexte d'une planification économique et sociale globale.

La répartition des revenus suppose non seulement un rapport entre les salaires et le revenu national, mais aussi un rapport entre les revenus personnels directs et indirects, ces derniers comprenant les prestations de sécurité sociale et les autres formes de mesures sociales et de bien-être.

Il s'agit donc d'un domaine relevant conjointement de la compétence fédérale et des compétences provinciales. Le Conseil de planification économique et sociale n'en jouerait pas moins un rôle important:

—en analysant les projets de loi;

—en examinant l'application des lois actuelles;

—en proposant des améliorations aux lois et à leur application;

—en instaurant au besoin de nouveaux programmes et projets.

Il pourrait jouer ce rôle en fixant des normes relatives aux mesures législatives et en présentant des recommandations sur les politiques.

Ses domaines de préoccupation comprendraient entre autres: les pensions de sécurité de la vieillesse, les indemnités pour les accidents du travail, les prestations de maladie, de maternité, de chômage et autres prestations sociales, les allocations familiales, le salaire minimum, etc.

Pour formuler ses recommendations et établir des normes, le Conseil doit pouvoir entreprendre des recherches et des enquêtes, à même les fonds de son budget global, et disposer d'un personnel dont le recrutement devrait suivre une méthode encore à établir. Il reste à voir s'il vaudrait mieux affecter et redistribuer le personnel au besoin, ou le répartir par services ou spécialités. Le Conseil devrait aussi pouvoir recourir selon les besoins aux services d'experts rémunérés ou non qui travaillent hors des cadres de l'administration publique.

Il apparaît clairement que le Canada ne possède pas encore de stratégie industrielle nationale. Ce serait l'une des premières fonctions du Conseil que d'en formuler une. On pense à des industries telles que celles des mines, des transports, du bâtiment et des produits alimentaires qui nécessitent un développement planifié.

Cela nous amène à demander s'il devrait y avoir une planification au niveau de chaque industrie. Et, dans l'affirmative, sous quelle forme se présentérait la coordination entre les industries? Cela signifie-t-il l'élimination graduelle de certaines industries et l'expansion de certaines autres? Qu'arriverait-il alors aux employés et aux collectivités touchés par ces mesures?

Ce sont là quelques-uns seulement des problèmes ardus qu'il faut résoudre at auxquels le Conseil devrait s'attaquer.

Le Congrès reconnaît que la négociation collective constitue un élément important d'une politique du revenu et il est prêt à travailler en ce domaine comme dans les autres. Mais le Congrès n'a toutefois pas l'intention de subordonner les salaires à une politique du revenu administrée par le Conseil si celui-ci n'a pas également autorité sur les investissements et sur les profits de l'entreprise.

Au minimum, les progrès proposés dépendent indubitablement de deux conditions préalables:

(1) le retrait du gel actuel des salaires;

(2) l'engagement du gouvernement à instituer par une loi un organisme tripartite doté des pouvoirs décrits ci-dessus.

Coded track circuits

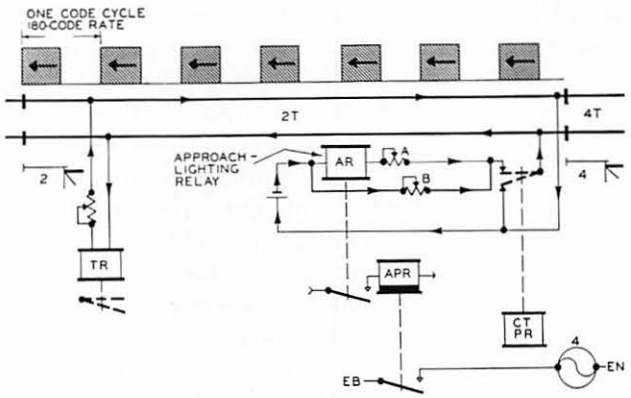


Fig. 410: Simplified series approach-lighting circuit. Contacts shown coding. Track 2T is unoccupied.

APPROACH LIGHTING

It is common practice to light signals only when a train is approaching, in order to save energy, lamps, etc. This approach lighting may be secured in various ways with coded track circuits. One method in general use is shown in Figure 410, where the approach relay is connected in series with contacts of the CTPR relay. Approach lighting is effective approximately 4000 feet in advance of the train, the distance being dependent upon ballast resistance and other track conditions.

Series Circuit

Referring to Figure 410, series approach lighting operates by increasing energy to AR as the train nears. Since it is economical in current consumption, it is generally recommended for primary-battery installations.

With track circuit 2T unoccupied, current from the positive side of the track battery flows through two parallel branches: one through approach relay AR and resistor A, the other through resistor B. The branches then join, and the current flows through the coding contacts, out to the rails, and through code-responsive track relay TR. Resistors A and B are so adjusted that most of the current flows through resistor B, and the current flowing through AR and resistor A is not great enough to operate AR.

When a train enters track circuit 2T, the low resistance of the train shunt permits an increased flow of current from the track battery, and sufficient current then flows through AR and resistor A to make AR repeat the code to hold up slow-release relay APR. The lighting circuit to signal 4 is then closed through the front contact of APR. Note that AR responds to the coder only when the track circuit is occupied.

Inverse Code

The series approach-lighting circuit just described does not provide for full-block approach lighting under all conditions. This can be accomplished without the use of line wires by sending an "inverse code" from the relay end of a track circuit to the battery end. The current impulses for an inverse code are transmitted through the rails during the "off" periods of the direct code; see Figure 411.

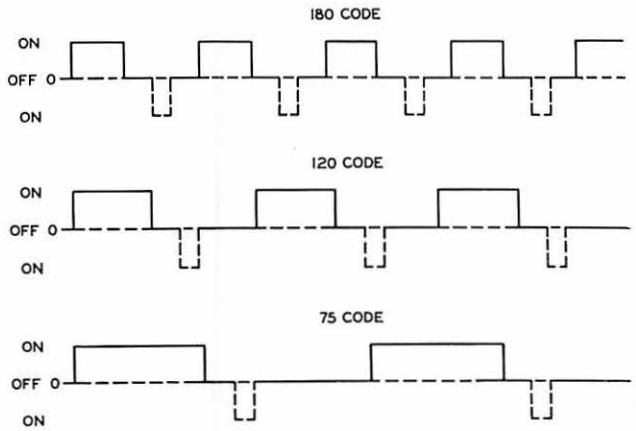


Fig. 411: Code rates and inverse code.

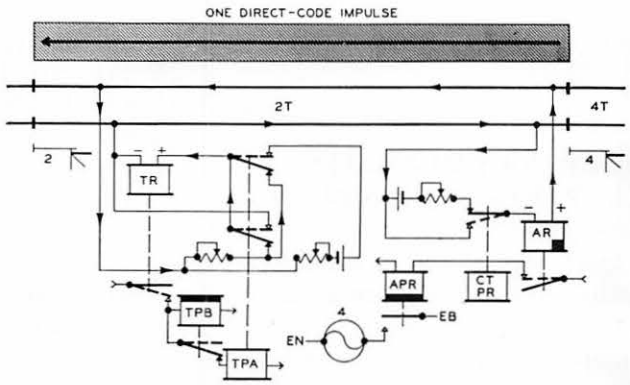
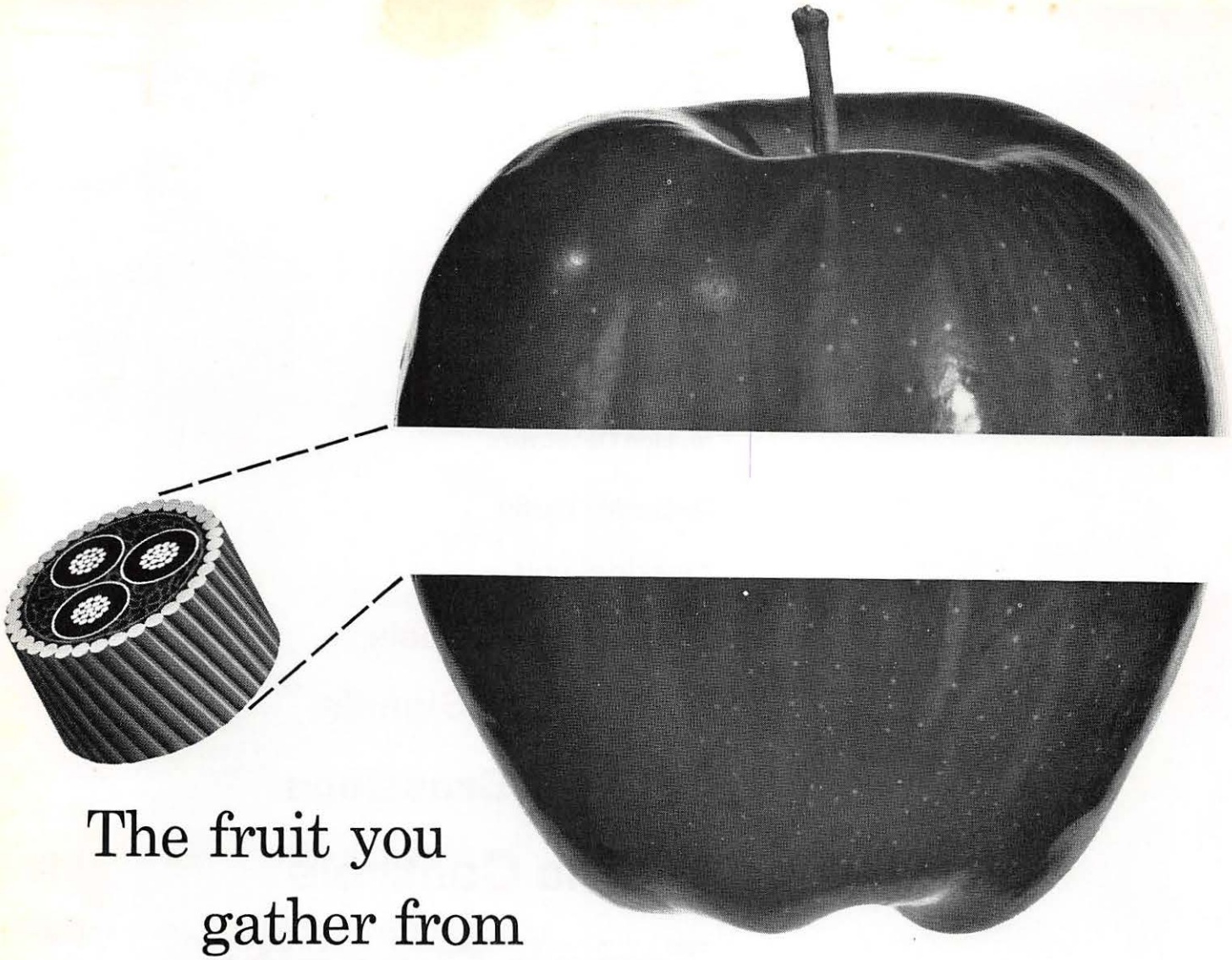


Fig. 412: Simplified typical inverse-code circuit. Circuit is shown with contacts positioned at the instant of a direct-code impulse.

Figure 412 illustrates the fundamentals of a typical inverse-code circuit. The contacts are shown in the positions they assume during the transmission of a direct-code current impulse. At the leaving end, code-transmitter repeater CTPR is picked up, and current flows to the rails in series with approach relay AR, which is a polar stick relay. It is magnetically held in its last-operated position. With positive current entering its negative terminal, it assumes its reversed position.

Flowing through the rails to the entering end, the current passes through the back contact of an impulse relay, TPA, to pick up code-responsive track relay TR, which is a polar-biased relay as described previously. When TR picks up, a direct-code impulse is applied to the master transformer and to the decoding unit corresponding to the code being received. (For purposes of simplification these units are not shown. Operation would be same as has been described previously.)



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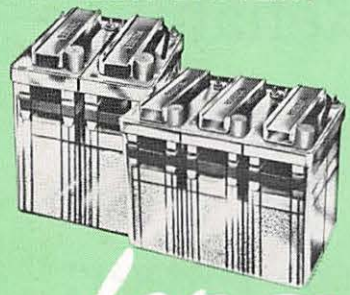

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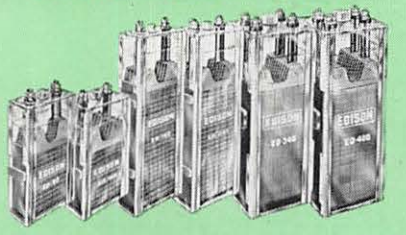

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